

Areas of Proposed Development
Black Mountain Ranch Subarea Plan

2.1
FIGURE

LAND USE ELEMENT

GOAL

Create a pattern of land use and conservation that is clearly distinguishable from surrounding communities and that fosters appealing and enjoyable neighborhoods and business districts.

IMPLEMENTING PRINCIPLES

- Provide a range and mix of residential development with a neighborhood focus supported by a mix of commercial, employment and public uses.
- Provide an employment center as a means to create a balance between the provision of new housing and the creation of places where those residents may work.
- Designate sites for public facilities and services to serve the needs of residents and workers which are convenient and establish community identity without burdening adjacent communities.
- Create opportunities through a mix of uses and intensity of development to reduce the dependency on private automobiles and encourage alternative forms of transportation such as walking, bicycles, equestrian and mass transit.

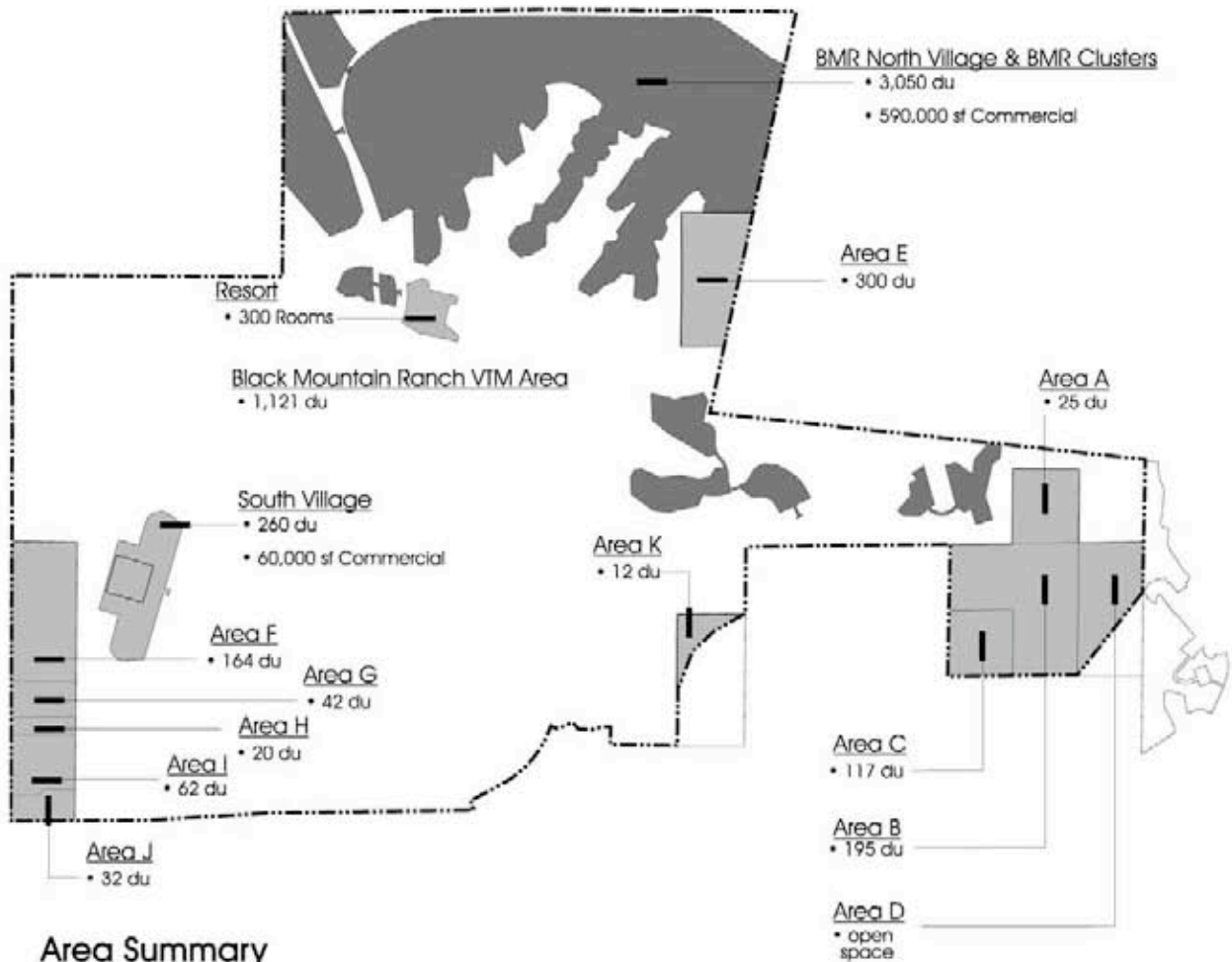
A. OVERVIEW

The Plan for Subarea I guides land use within a 5,100-acre planning area. It focuses development in two villages surrounded by significant open space, recreational amenities and low-density development. Overall, it is a plan designed to work with the natural environment, to create pleasing neighborhoods and exceptional recreational facilities. It is a plan for a landscape where the most sought-after values of environment and community converge.

While all of Subarea I is included in the plan area, only 1,355 acres which were not part of the previously approved Black Mountain Ranch VTM/PRD are subject to a phase shift in order to implement the land use designations herein. Black Mountain Ranch Limited Partnership holds title to approximately 65 percent of the proposed area subject to a phase shift, with the balance held by the Perimeter Property owners (**Figure 2.1**).

The overall development program for Subarea I is shown on **Figure 2.2**, Development Summary by Area, and on **Table 2.1**, Development Summary.

The land use designations set forth in this chapter, in concert with the **Community Design Element** in Chapter 7, establish the specific criteria which assure the achievement of the Framework Plan policies and goals.



Area Summary

Does not include area in Rancho Peñasquitos

Perimeter Ownerships

A: 44.8 ac	E: 67.2 ac	I: 30.6 ac
B: 125.0 ac	F: 82.1 ac	J: 21.2 ac
C: 41.5 ac	G: 20.7 ac	K: 16.0 ac
D: 55.0 ac	H: 10.4 ac	

Sub-Total: 514.5 ac

Black Mountain Ranch

North Village & BMR North Clusters:	815.0 ac
South Village:	58.5 ac
Resort:	19.5 ac
Black Mountain Ranch VTM Area:	3,690.0 ac
Sub-Total:	4,583.0 ac
Total Area:	5,097.5 ac



Development Summary by Area
Black Mountain Ranch Subarea Plan

2.2
FIGURE

TABLE 2.1
DEVELOPMENT SUMMARY

Land Use	Non-Phase Shifted Approvals	Phase-Shifted Approvals	Total⁽³⁾
Residential	1,121 units/530 acres	4,279 units/835 acres	5,400 units/1,365 acres
Very Low (<1 DU/ac)	71 DU/150 acres	118 DU/137 acres	189 DU/287 acres
Moderately Low (1-2 DU/ac)	184 DU/110 acres	391 DU/194 acres	575 DU/304 acres
Low (2-5 DU/ac)	627 DU/255 acres	1,899 DU/377 acres	2,526 DU/632 acres
Peripheral (5-10 DU/ac)		300 DU/42 acres	300 DU/42 acres
Core (10-25 DU/ac)	239 DU/15 acres	1,331 DU/85 acres	1,570 DU/100 acres
Mixed-Use Core (25-45 DU/ac) ⁽¹⁾		240 DU ⁽¹⁾	240 DU ⁽¹⁾
Non-Residential	115 acres	150 acres	265 acres
North Village Mixed-Use		20 acres	20 acres
Commercial		75 KSF	75 KSF
Office		65 KSF	65 KSF
Residential ⁽¹⁾		180 DU ⁽¹⁾	180 DU ⁽¹⁾
South Village Mixed-Use		10 acres	10 acres
Commercial ⁽²⁾		60 KSF	60 KSF
Residential ⁽¹⁾		60 DU ⁽¹⁾	60 DU ⁽¹⁾
Employment Center		450 KSF/30 acres	450 KSF/30 acres
Resort/Hotel ⁽²⁾		300 Rooms/20 acres	300 Rooms/20 acres
Golf Clubhouse	25 acres		25 acres
Community Facilities and Utilities	55 acres		55 acres
Schools	35 acres	70 acres	105 acres
Open Space	2,785 acres	280 acres	3,065 acres
Resource	1,665 acres	280 acres	1,945 acres
Amenity/Golf Courses	605 acres		605 acres
Amenity/Other	465 acres		465 acres
Active Use Parks	50 acres		50 acres
Streets	260 acres	145 acres	405 acres
Total	3,690 acres	1,410 acres	5,100 acres

(1) A total of 240 Mixed-Use Core residential units are located in the areas designated North and South Village Mixed-use.

(2) 60,000 SF of Commercial and 300 Hotel Rooms were approved by voter passage of Proposition C in 1996. These uses were not included in the BMR VTM/PRD which was approved in 1995. The 1995 BMR VTM/PRD provides for all of the uses which were approved prior to Subarea Plan and Phase Shift approval.

(3) All development projections are approximate and subject to refinement with submittal of site-specific development plans.



Legend

	Residential (see figure 2.4)	1365 ac.
	Open Space (see figure 3.2)	2410 ac.
	Golf Course & Club houses	630 ac.
	Employment Center	30 ac.
	Village Mixed Use Center	30 ac.
	Village Green	10 ac.
	Resort/Recreation Facilities	25 ac.
	Utilities	25 ac.
	Neighborhood/Community Parks	50 ac.
	Institutional	120 ac.
E	Elementary School	
M	Middle School	
H	High School	
F	Fire Station	
C	Church	
D	Day Care Center	
S	Seniors Center	
R	Recreation Center	
Streets		405 ac.
TOTAL:		5100 ac.



Land Use **2.3**
Black Mountain Ranch Subarea Plan **FIGURE**

B. LAND USE DESIGNATIONS

The Black Mountain Ranch Land Use Plan is depicted in **Figure 2.3**. Additional details of the land use designations in the North Village and the South Village are on **Figure 2.5** and **Figure 2.8** respectively.

Residential Neighborhoods

Subarea I has four categories of residential neighborhoods: North Village, South Village, Black Mountain Ranch Vesting Tentative Map/Planned Residential Development, and Residential Clusters. Information on each of these neighborhood areas is presented below.

Table 2.5-A, Estimated Housing Mix for All Subarea, is the aggregated housing information by residential land use designation. The subsequent tables and text provide more detail on the land use designations and density ranges permitted.

At buildout, the net density within a designated area must fall within the stipulated range to comply with the Subarea Plan. Housing types which exceed or are less than the density range on a single development pad are permitted so long as the density for the entire area falls within the designated range. An estimate of the total number of dwelling units by property designation is shown on **Table 2.4**, Residential Development by Ownership. The actual number of units that may be developed will depend upon site-specific project submittals and the ability of a given project to comply with relevant policies and regulations.

This Plan includes the designation of a specific number of age-restricted seniors housing units in the North Village as indicted below. It is not the intent of this Plan to limit such housing. It is the intent to provide for a minimum amount of this housing type in response to community needs. Additional age-restrict housing may be developed in any location depending on the ability of a given project to comply with relevant policies and regulations.

North Village

Residential development is permitted on approximately 420 acres of the North Village. In total, the residential component at buildout totals approximately 2,900 homes distributed throughout the North Village. The estimated housing mix for the North Village is presented in **Table 2.5-B**. Refer to **Figure 2.5** and **Figure 2.6** for the locations and characteristics of the areas referenced in the land use designations described below:

- Mixed-Use Core (Areas 3a-g): Approximately 20 acres built out at densities of 25 to 45 units per acre yielding a residential capacity of approximately 180 homes. These will be combined vertically and horizontally with retail or office uses. In addition, a transit center and village green will be included in the mixed-use core.



Residential Land Use **2.4**
Black Mountain Ranch Subarea Plan **FIGURE**

- Core Residential (Areas 2e-h, 2j, 5a, 5c, 7a): Approximately 70 acres built out at densities of ten to 25 units per acre yielding a capacity of approximately 1,090 homes in housing types that include duplex, townhomes, condominiums, courtyard homes, or apartments.
- Peripheral Residential (Areas 1b, 2i): Approximately 18 acres built out at densities of five to ten units per acre in housing types that could vary widely from conventional single-family homes to apartments. The total capacity is 160.
- Low-Density Residential (Areas 1a, 1f, 2j, 2k, 5b): Approximately 288 acres built out at densities of two to five units per acre, with a capacity of approximately 1,472 units. The housing types vary from large lot single-family to townhomes.

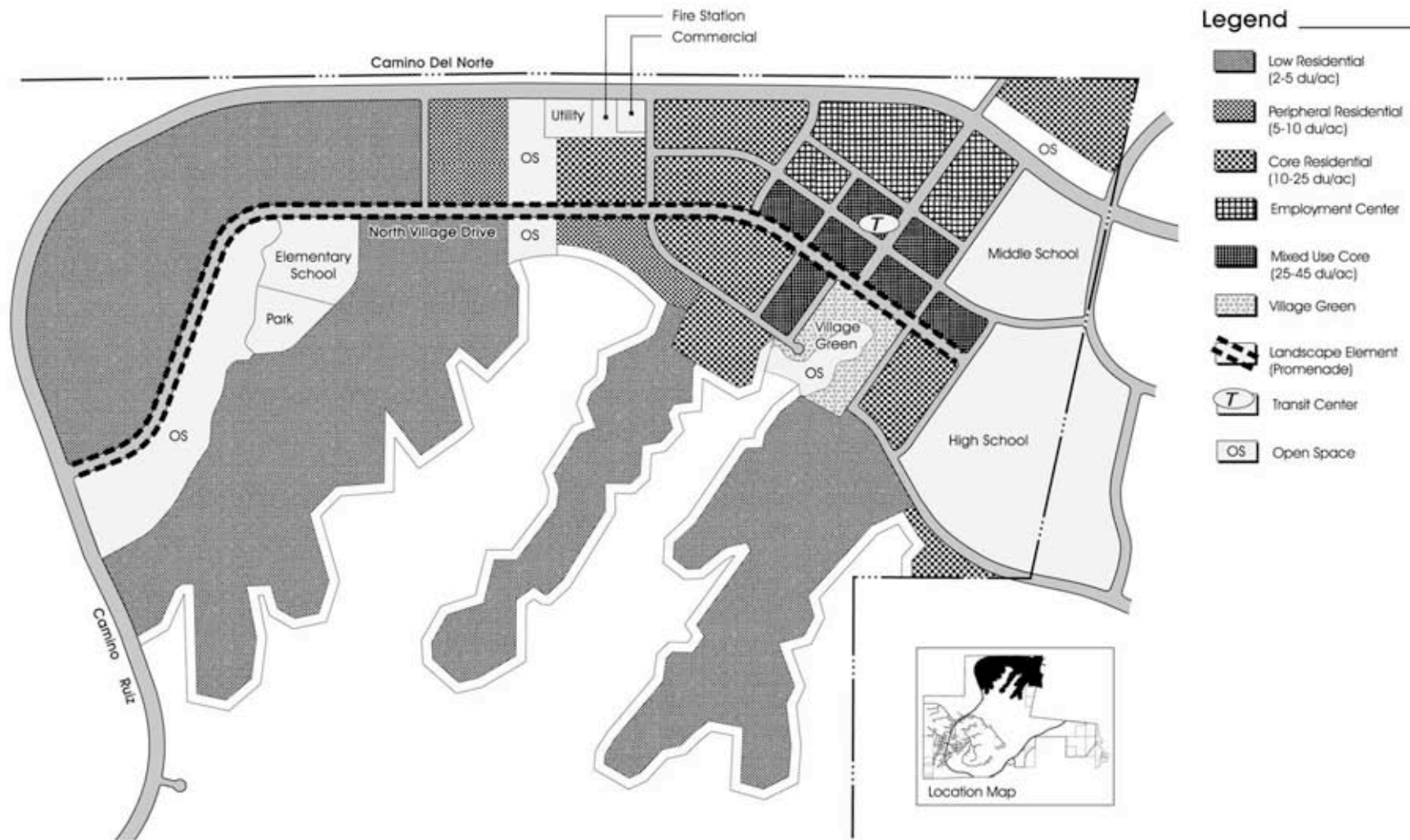
The above housing unit figures include the 119 affordable housing units approved in the 1995 Black Mountain Ranch Vesting Tentative Map/Planned Residential Development.

TABLE 2.2
ESTIMATED LAND USE IN DWELLING UNITS (DU)
AND SQUARE FEET (KSF)

Land Use	BMR	SW Perimeter Properties	SE Perimeter Properties	NE Perimeter Properties	Total
Projected Residential					
Single Dwelling Unit	2,521	320	349		3,190 DU
Multiple Dwelling Unit	1,910			300	2,210 DU
Subtotal	4,431⁽¹⁾⁽²⁾	320	349	300	5,400 DU
Projected Non-Residential					
Employment	450 KSF				450 KSF
Commercial	135 KSF				135 KSF
Office	65 KSF				65 KSF
Hotel	300 Rooms				300 Rooms

(1) A total of 1,121 dwelling units were approved under the Black Mountain Ranch Vesting Tentative Map/Planned Residential Development (BMR VTM/PRD) within the BMR properties. 179 of those units are designated as multifamily affordable housing to be located in the North Village (119 units) and the South Village (60 units). The balance of the BMR VTM/PRD dwelling units (942 units) are designated single-family.

(2) The total number of units includes affordable units (minimum 20 percent of the base) and associated bonus market rate units (minimum five percent of base).



North Village Land Use **2.5**
Black Mountain Ranch Subarea Plan **FIGURE**

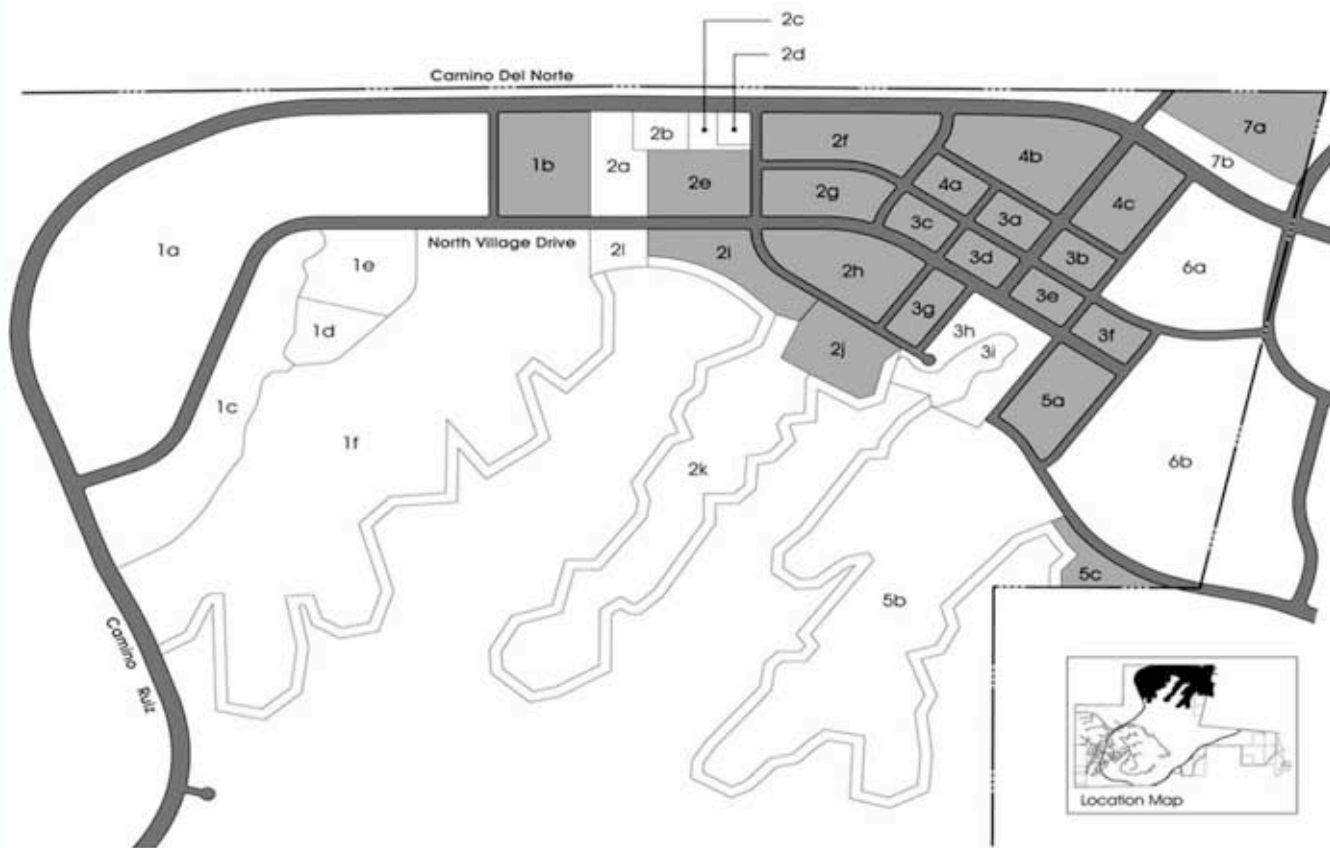
TABLE 2.3
LAND USE ACREAGE

Land Use	Estimated Area in Acres				Total
	BMR Properties ⁽¹⁾	SW Perimeter Properties	SE Perimeter Properties	NE Perimeter Properties	
Residential					
Single Dwelling Unit	915 ⁽²⁾	160	70	20	1,145
Multiple Dwelling Unit	200	160	70	20	220
Subtotal	1,115				1,365
Non-Residential					
Golf Clubhouses	25				25
Resort/Hotel	20				20
Employment Center	30				30
Mixed-Use Commercial/Office	30				30
Schools	105 ⁽²⁾				105
Community Facilities & Utilities	55				55
Subtotal	265	0	0	0	265
Open Space					
Resource Open Space	1,685	5	210	45	
Amenity/Golf Courses	605				
Public Parks	50				
Other Amenity/Open Space	465				
Subtotal	2,805	5	210	45	
Streets					
Street Dedications & Reservations	370	25	10	0	405
Subtotal	370	25	10	0	405
Total	4,585 ⁽¹⁾	165	285	65	5,100

(1) The approved Black Mountain Ranch Vesting Tentative Map/Planned Residential Development 95-0173 comprises 4,677 acres, of which 94 acres of open space lie outside Subarea I in Rancho Peñasquitos. Of the 4,583 acres in Subarea I, the approved BMR VTM/PRD indicated that approximately 895 acres were for Future Development. That Future Development area is described in this Plan as the North Village, North Clusters, South Village and Resort.

(2) The approved BMR VTM/PRD included approximately 38 acres for a High School in the southern portion of the BMR Properties. This southern High School site is no longer required and the area has been designated in this Plan as residential as provided for in the BMR Development Agreement.

(3) All areas are approximate and subject to refinement with the submittal of site-specific development plans.



Projected Development by Area

Land Use	Approx. Area	Estimated Residential Development	Estimated Non-Residential Development
1a Low Residential	98.0 ac		
1b Peripheral Residential	10.0 ac		
1c Open Space	20.0 ac		
1d Park	5.0 ac		
1e Elementary School	10.0 ac		
1f Low Residential	88.5 ac		
Subtotal:	229.5 ac	1148 du	
2a Open Space	7.0 ac		
2b Utility	2.7 ac		
2c Fire Station	1.5 ac		
2d Commercial	1.5 ac		
2e Core Residential	9.0 ac		
2f Core Residential	10.5 ac		
2g Core Residential	7.5 ac		
2h Core Residential	11.5 ac		
2i Peripheral Residential	6.0 ac		
2j Core Residential	8.0 ac		
2k Low Residential	34.0 ac		
2l Open Space	3.0 ac		
Subtotal:	104.2 ac	948 du	10 KSF
3a Mixed Use Core/Transit Center	3.0 ac		
3b Mixed Use Core	3.0 ac		
3c Mixed Use Core	3.0 ac		
3d Mixed Use Core	3.0 ac		
3e Mixed Use Core	3.0 ac		
3f Mixed Use Core	3.0 ac		
3g Mixed Use Core	3.5 ac		
3h Village Green/Open Space	10.0 ac		
3i Open Space	4.5 ac		
Subtotal:	36.0 ac	180 du	240 KSF
4a Employment	4.0 ac		
4b Employment	16.0 ac		
4c Employment	10.0 ac		
Subtotal:	30.0 ac		340 KSF
5a Core Residential	8.5 ac		
5b Low Residential	69.5 ac		
5c Core Residential	3.5 ac		
Subtotal:	81.5 ac	507 du	
6a Middle School	20.0 ac		
6b High School	40.0 ac		
Subtotal:	60.0 ac		
7a Core Residential	11.5 ac		
7b Open Space	6.0 ac		
Subtotal:	17.5 ac	119 du	
TOTAL ESTIMATED AREA:	558.7 ac		
TOTAL ESTIMATED DEVELOPMENT:		2902 du	590 KSF



North Village Estimated Development

Black Mountain Ranch Subarea Plan

2.6

FIGURE

TABLE 2.4
RESIDENTIAL DEVELOPMENT BY OWNERSHIP

Property Designation	Estimated Gross Area⁽¹⁾	Estimated Development Area⁽¹⁾	Estimated Dwelling Units⁽³⁾	Land Use Designation
Southeast Perimeter				
A	45	5	25	Low
B	125	39	195	Low
C	42	23.5	117	Low
D ⁽²⁾	55	0	0	Open Space
K	16	6	12	Moderately Low
Subtotal	283	72	349	
Northeast Perimeter				
E	67	20	300	Core
Subtotal	67	20	300	
Southwest Perimeter				
F	82	82	164	Moderately Low
G	21	21	42	Moderately Low
H	10	10	20	Moderately Low
I	31	31	62	Moderately Low
J	21	16	32	Moderately Low
Subtotal	165	160	320	
Black Mountain Ranch				
Phase I (VTM)	3,690	530	1,121	Very Low Moderately Low Low Core
Phase II	895	613 ⁽⁴⁾	3,310	Very Low Moderately Low Low Peripheral Core Mixed-Use Core
Subtotal	4,585	1,143⁽⁴⁾	4,431	
Total	5,100 AC	1,395 AC⁽⁴⁾	5,400 DU	

(1) All areas are approximate and subject to refinement with the submittal of site-specific development plans.

(2) Parcel D is entirely within the boundary of the MPHA and therefore designated open space. Development of Parcel D may be permitted pursuant the existing zoning regulations which apply to the parcel. The maximum development area within the MPHA is limited to 25 percent of the parcel.

(3) The estimated number of units includes affordable units (minimum 20 percent of base) and associated bonus units (minimum five percent of base). Total unit count will depend upon individual project submittals and ability to comply with relevant policies and regulations.

(4) Includes area designated for North and South Mixed-Use Villages which also includes Commercial and Office uses.

TABLE 2.5-A
SUMMARY ESTIMATE OF HOUSING MIX FOR ALL OF SUBAREA I⁽¹⁾

Land Use Designation	Density Range DU/Acre	Approximate Area in Acres⁽²⁾	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1	287	189	4	2.62	495
Moderately Low	1-2	304	575	11	2.62	1,505
Low	2-5	632	2,526	46	2.62	6,620
Peripheral	5-10	42	300	6	2.62	785
Core	10-25	103	1,570	29	2.62	4,115
Mixed-Use Core	25-45	30 ⁽³⁾	240	4	2.62	630
Total		1,398⁽³⁾	5,400	100%		14,150

(1) Includes all of the approved BMR VTM/PRD.

(2) Approximation based on a mix of net and gross development areas.

(3) Includes 30 acres designated for North and South Village Mixed-Use which also includes Commercial and Office uses.

TABLE 2.5-B
ESTIMATED HOUSING MIX, BMR NORTH VILLAGE⁽¹⁾

Land Use Designation	Density Range DU/Acre	Approximate Area in Acres⁽²⁾	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1-2					
Low	2-5	288	1,472	50	2.62	3,860
Peripheral	5-10	18	160	6	2.62	420
Core	10-25	70	1,090	38	2.62	2,855
Mixed-Use Core	25-45	20	180	6	2.62	470
Total		396	2,902	100%		7,605

(1) The housing mix includes 119 units of affordable housing from the BMR VTM/PRD.

(2) Approximation based on a mix of net and gross development areas.

(3) 500 units of housing in the North Village is "Age Restricted" to residents 55 years of age or older.

TABLE 2.5-C
ESTIMATED HOUSING MIX, BMR SOUTH VILLAGE⁽¹⁾

Land Use Designation	Density Range DU/Acre	Approximate Area in Acres⁽²⁾	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1-2					
Low	2-5					
Peripheral	5-10	24	140	37	2.62	535
Core	10-25	13	180	47	2.62	470
Mixed-Use Core	25-45	10	60	16	2.62	230
Total		47	380	100%		995

(1) The housing mix includes 60 units of affordable housing from the BMR VTM/PRD.

(2) Approximation based on a mix of net and gross development areas.

TABLE 2.5-D
ESTIMATED HOUSING MIX, BLACK MOUNTAIN RANCH VTM⁽¹⁾

Land Use Designation	Density Range DU/Acre	Approximate Area in Acres⁽²⁾	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1	150	71	8	2.62	185
Moderately Low	1-2	110	184	21	2.62	485
Low	2-5	255	627	71	2.62	1,645
Peripheral	5-10					
Core	10-25					
Mixed-Use Core	25-45					
Total		515	882	100%		2,315

(1) The approved BMR VTM/PRD affordable housing sites are not included in this housing mix. For the purposes of this table, they have been transferred to the North Village Housing Mix and South Village Housing Mix since they are physically located there.

(2) Approximation based on a mix of net and gross development areas.

TABLE 2.5-E
ESTIMATED HOUSING MIX, SOUTHWEST PERIMETER PROPERTIES

Land Use Designation	Density Range DU/Acre	Approximate Area in Acres⁽²⁾	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1-2	160	320	100	2.62	835
Low	2-5					
Peripheral	5-10					
Core	10-25					
Mixed-Use Core	25-45					
Total		160	320	100%		835

(1) Approximation based on a mix of net and gross development areas.

TABLE 2.5-F
ESTIMATED HOUSING MIX, SOUTHEAST PERIMETER PROPERTIES

Land Use Designation	Density Range DU/Acre	Approximate Area in Acres⁽²⁾	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1-2	6	12	3	2.62	30
Low	2-5	66	337	97	2.62	885
Peripheral	5-10					
Core	10-25					
Mixed-Use Core	25-45					
Total		72	349	100%		915

(1) Approximation based on a mix of net and gross development areas.

TABLE 2.5-G
ESTIMATED HOUSING MIX, NORTHEAST PERIMETER PROPERTIES

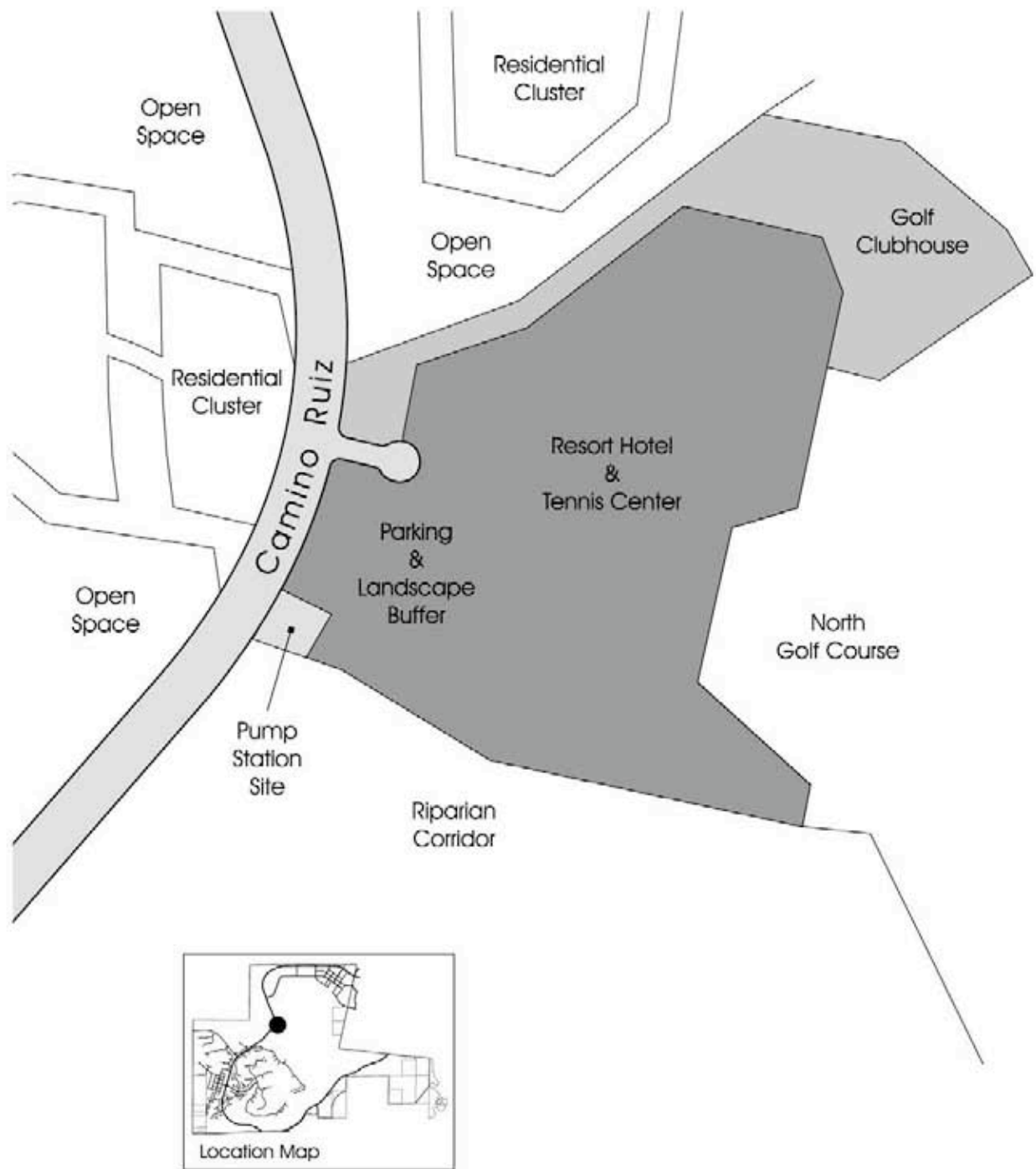
Land Use Designation	Density Range DU/Acre	Approximate Area in Acres⁽²⁾	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1					
Moderately Low	1-2					
Low	2-5					
Peripheral	5-10					
Core	10-25	20	300	100	2.62	785
Mixed-Use Core	25-45					
Total		20	300	100%		785

(1) Approximation based on a mix of net and gross development areas.

TABLE 2.5-H
ESTIMATED HOUSING MIX, BMR, NORTH, EAST AND WEST CLUSTERS

Land Use Designation	Density Range DU/Acre	Approximate Area in Acres⁽²⁾	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population
Very Low	<1	137	118	44	2.62	310
Moderately Low	1-2	28	59	23	2.62	155
Low	2-5	23	90	33	2.62	235
Peripheral	5-10					
Core	10-25					
Mixed-Use Core	25-45					
Total		188	267	100%		700

(1) Approximation based on a mix of net and gross development areas.



Resort 2.7
Black Mountain Ranch Subarea Plan **FIGURE**

South Village

Residential development is permitted on approximately 47 acres of the South Village. In total, the residential component at buildout totals approximately 380 homes, including the 60 affordable units approved as part of the BMR VTM/PRD (**Figure 2.9**).

A description of the land use designations in the South Village follows:

- Mixed-Use Core and Core Residential: Approximately 13 acres are designated Core Residential for buildout at densities of ten to 25 units per acre. The adjacent ten acres of Mixed Use Core will be mostly commercial and public uses but will also include residential uses. The total capacity of both the Mixed-Use Core and Core Residential is approximately 240 homes in housing types that could include duplex, townhomes, condominiums, courtyard homes, apartments or units mixed in with the commercial.
- Peripheral Residential: Approximately 24 acres built out at densities of five to ten units per acre in housing types that could vary widely from conventional single-family homes to apartments. The total capacity is estimated at 140 units.

Black Mountain Ranch VTM/PRD Area

The approved 1995 BMR VTM/PRD has a capacity of 942 units, excluding the 179 affordable units included in the North and South Villages (**Figure 2.4**). The land use designations, density ranges and approved number of dwelling units are presented in **Table 2.5-D**.

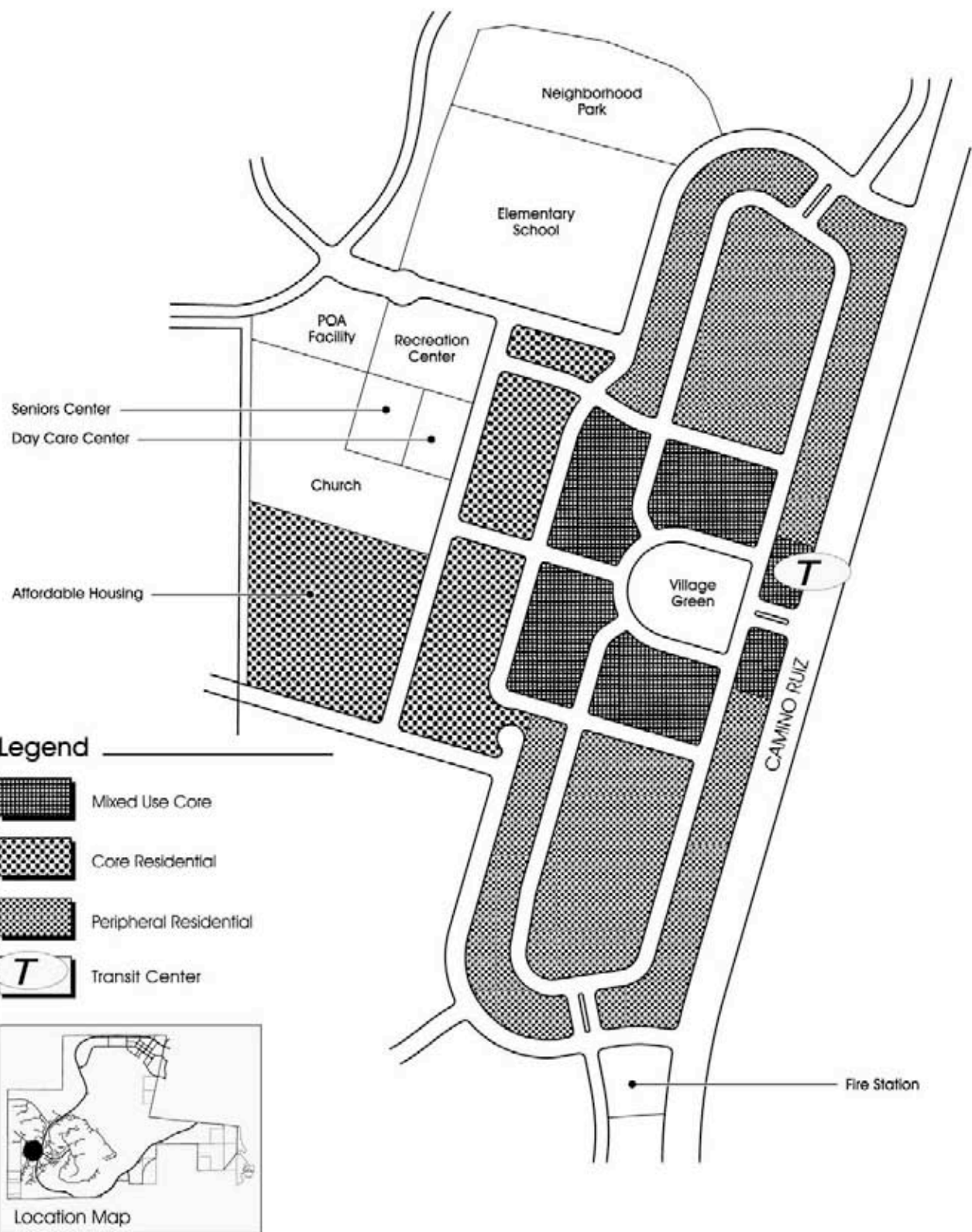
The development agreement for this approved BMR VTM/PRD permits the option of using second units for compliance with a portion of the affordable housing requirement. In the event that option is executed, the number of affordable units in the North or South Villages will be decreased accordingly.

Residential Clusters

The Residential Clusters or neighborhoods are in four distinct locations. For that reason four tables are used (**Tables 2.5-E through Table 2.5-H**) to present the residential land use designation information. Those properties which have been identified as “Perimeter Properties” are all included in this residential neighborhood category. Refer to **Figure 2.4** for the location of the areas subject to these designations.

Taken in the aggregate, the Residential Clusters have the following residential characteristics:

- Core Residential: Approximately 20 acres built out at densities of ten to 25 units per acre yielding a capacity of approximately 300 homes in housing types that include duplex, townhomes, condominiums, courtyard homes, or apartments.



South Village Land Use **2.8**
Black Mountain Ranch Subarea Plan **FIGURE**

- Low-Density Residential: Approximately 89 acres built out at densities of two to five units per acre, with a capacity of approximately 427 units. The housing types vary from large lot single-family to townhomes.
- Moderately Low-Density Residential: Approximately 194 acres built out at densities of one to two units per acre, with a capacity of approximately 391 units. The housing types would include large lot, conventional suburban, small lot and clustered units.
- Very Low-Density Residential: Approximately 137 acres built out at densities of less than one unit per acre, with a capacity of approximately 118 units. The housing types would include large lot, conventional suburban, and clustered units. Lots adjacent to the area known as Santa Fe Hills in the northwest portion of Subarea I will be a minimum of one acre in size.

Employment and Commercial

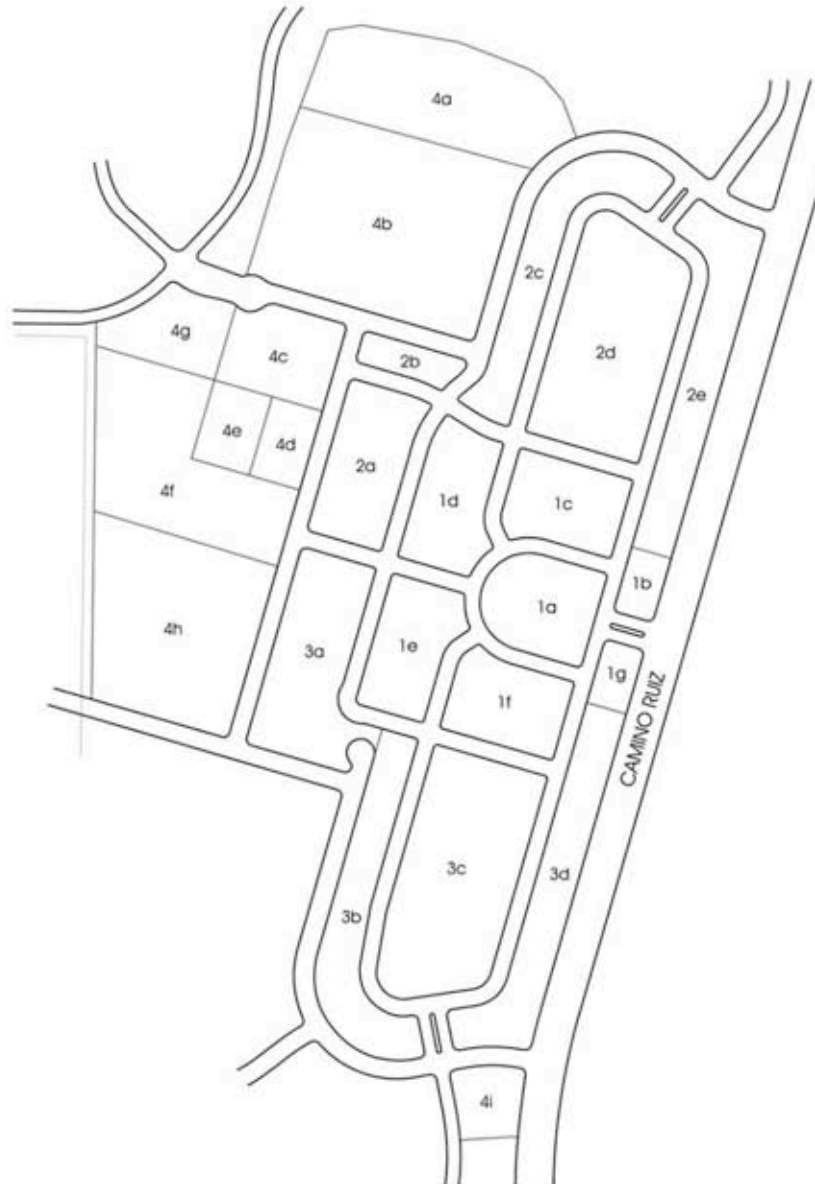
The two land use designations of Employment and Mixed-Use Core (office/retail) are located in the North and South Villages (**Figure 2.5** and **Figure 2.8**, respectively). Visitor commercial uses are permitted on the 20-acre site designated Resort, located adjacent to the golf course (**Figure 2.7**). **Table 2.6**, Non-Residential/Mixed-Use Areas, presents the typical uses and zones associated with the land use designations.

The local commercial—office/retail—uses in the Mixed-Use Core of the North Village total 140,000 square feet. Located in the Mixed-Use Core (areas 3a to g on **Figure 2.6**), this neighborhood and community-serving commercial will be integrated with residential units. The 60,000 square feet of commercial uses in the South Village are located within the approximately 12 acres designated Mixed-Use Core.

Also in the North Village are approximately 30 acres (areas 4a, b, c on **Figure 2.6**) designated Employment which, in combination with the Mixed-Use Core, allow 450,000 square feet of employment uses. These are located in proximity to the densest portions of both Black Mountain Ranch and adjacent 4S Ranch to maximize access by area residents. Accessibility is also enhanced by proximity to the transit center.

Alternative Land Uses

In the event that any of the designated school sites in Subarea I are not ultimately utilized for school purposes, they may be converted to other uses compatible with adjacent areas. In the case of the north elementary, the south elementary and the south middle school sites, uses consistent with the Low-Density residential designation are appropriate. In the North Village on the north middle school and north high school sites, uses consistent with Employment or Core Residential designations are appropriate. All development within the North Village will be subject to the Urban Village Overlay Zone. Alternative use of these school sites is consistent with this Plan and does not require a plan amendment.



Projected Development by Area

Land Use	Approx. Area	Estimated Residential Development	Estimated Commercial Development
1a Village Green	2.45 ac		
1b Mixed Use Core (Transit Center)	0.60 ac		
1c Mixed Use Core	2.25 ac		
1d Mixed Use Core	2.50 ac		
1e Mixed Use Core	2.35 ac		
1f Mixed Use Core	2.25 ac		
1g Mixed Use Core	0.60 ac		
Subtotal:	13.00 ac	60 du	60 KSF
2a Core Residential	2.90 ac		
2b Core Residential	0.75 ac		
2c Peripheral Residential	3.40 ac		
2d Peripheral Residential	6.05 ac		
2e Peripheral Residential	3.60 ac		
Subtotal:	16.70 ac	85 du	
3a Core Residential	4.15 ac		
3b Peripheral Residential	3.50 ac		
3c Peripheral Residential	6.50 ac		
3d Peripheral Residential	3.85 ac		
Subtotal:	18.00 ac	115 du	
4a Park	5.00 ac		
4b Elementary School	10.00 ac		
4c Recreation Center	2.30 ac		
4d Day Care Center	1.25 ac		
4e Seniors Center	0.85 ac		
4f Church	5.90 ac		
4g Association Facility	2.00 ac		
4h Core Residential (Affordable Housing)	7.10 ac		
4i Fire Station	1.00 ac		
Subtotal:	35.40 ac	120 du	
TOTAL ESTIMATED AREA:	83.10 ac		
Total Estimated Development:		380 du	60 KSF



South Village Estimated Development

Black Mountain Ranch Subarea Plan

2.9

FIGURE

C. OVERVIEW OF THE COMPACT COMMUNITY

The Framework Plan specifically identifies the eastern portion of the North Village as a “compact community.” The land use designations presented above embody that intent and the **Community Design Element** (Chapter 7) provides additional guidance in project review during the implementation phase. This section gives a sense of the overall character of the compact community, particularly the mixed-use core and core residential component of the North Village.

The North Village contains one of the two compact communities designated in the NCFUA Framework Plan, and is the largest single area of proposed development in Black Mountain Ranch. Consistent with the guidelines of the Framework Plan, this compact community contains four primary components:

- A mixed-use community core which will contain neighborhood retail shops and commercial services, facilities to encourage transit patronage, employment and higher residential densities
- A core residential area which will contain a mix of housing types creating a socially diverse community which may take advantage of local commercial and employment opportunities
- Nearby job opportunities to enhance accessibility without auto-travel
- Civic buildings and public spaces consisting of public plazas and walkways which encourage pedestrian activity and community interaction in support of community identity

The most intense mix of residential and commercial uses surround a village green/plaza. The combination of residential, commercial, civic and public space creates a walkable community that embodies the critical mass necessary to support local business. This is enhanced by land designated for employment uses within a half-mile of the Mixed-Use Core.

A wide variety of housing types and affordability will be provided within the compact community. Housing above the retail shops as well as apartments, townhomes, small-lot detached units will enable prospective residents of all income levels to consider living in Black Mountain Ranch. This implements the desired jobs/housing balance goals of creating opportunities for area employees to live close to their jobs.

Portions of the North Village core residential area may appropriately be considered for change to employment center or retail/mixed-use core designations. However, such changes must assure compatibility with the remaining adjacent core residential uses. Consideration of such a change must be accomplished through a Subarea Plan amendment and will be subject to environmental review for the identification and analysis of potential impacts.

Identifying the core residential area as being suitable for alternative land uses is consistent with the goals for a vibrant, accessible, compact community. It is an intense area with a clear urban structure that can accommodate changes in use without damaging the community character. In addition, the Framework Plan directs that consideration be given to adjusting land uses in this area depending on the ultimate land use characteristics of the adjacent 4S Ranch.

TABLE 2.6
NON-RESIDENTIAL/MIXED USE AREAS

Area	Uses
Community Mixed-Use Center	RETAIL/OFFICE: Uses permitted are those identified in the City of San Diego Community Commercial (CC-1-3/UVOZ, CC-3-5/UVOZ) zones.
North Village	<p>EMPLOYMENT/OFFICE: Uses permitted are those identified in the City of San Diego Industrial Park (IP-2-1). Light Industrial (IL-2-1), and Community Commercial (CC-4-5/UVOZ) zones.</p> <p>RESIDENTIAL: Low, Peripheral, Core and Mixed-Use Core Residential uses, including affordable and age-restricted residential uses.</p> <p>PUBLIC: Public and quasi-public facilities/services.</p> <p>The relationship between and integration of uses shall be established through the use of the Urban Village Overlay Zone (UVOZ).</p> <p>Estimated at 75 KSF Commercial Uses. Estimated at 65 KSF Offices Uses. Estimated at 450 KSF Employment Uses. Estimated at 2,900 Residential Units.</p>
Local Mixed-Use Center	RETAIL/OFFICE: Uses permitted are those identified in the City of San Diego Neighborhood Commercial (CN-1-3) and Community Commercial (CC-1-3) zones.
South Village	<p>RESIDENTIAL: Peripheral and Core Residential uses.</p> <p>PUBLIC: Public and quasi-public facilities/services.</p> <p>The relationship between and integration of uses shall be established through the use of the Urban Village Overlay Zone (UVOZ).</p> <p>Estimated at 60 KSF Commercial Uses. Estimated at 380 Residential Units.</p>
Visitor Commercial	Uses permitted are those identified in the City of San Diego Commercial Visitor (CV-1-1, CV-1-2) zone.
Resort	Estimated at 300 Hotel Rooms.

III. OPEN SPACE ELEMENT



MHPA 3.1
Black Mountain Ranch Subarea Plan **FIGURE**

OPEN SPACE ELEMENT

GOAL

Contribute to an open space system that promotes regional resource protection and provides a critical connection to adjacent active community and neighborhood parks.

IMPLEMENTING PRINCIPLES

- Maintain natural resources such as mature stands of native vegetation, seasonal stream courses, wetlands and significant landforms.
- Provide a critical corridor for the regional MSCP open space system that serves as a wildlife linkage between regional parks and preserves, as well as a multi-resource habitat preservation area.
- Link open space areas with interconnected trails to provide opportunities for recreation, education and visual relief.

In March 1997, the Multiple Species Conservation Program (MSCP) Subarea Plan for the City of San Diego was adopted and superseded the Environmental Tier of the Framework Plan. The MSCP identifies lands proposed for open space and habitat preservation and designates these areas as a “Multiple Habitat Planning Area.” The MHPA identifies areas of the subarea within which conservation of habitat areas and linkages will occur in addition to limited development. Overall, the City’s MHPA will attain a 90 percent conservation goal.

Using the MSCP Plan as a framework, MSCP Subarea Plans may be prepared by local general-purpose agencies. The City of San Diego has prepared and adopted a MSCP Subarea Plan to guide implementation of the MSCP Plan within its corporate boundaries. The MSCP Subarea Plan is intended to guide land uses and habitat management within the MHPA. The project site is within the northern area of the City's MSCP Subarea Plan for the Future Urbanizing area. Within the northern area, the MHPA is largely comprised of regional linkages leading to biological core areas within existing reserves and parks. In the north lies the area surrounding Black Mountain Open Space Park, much of which serves as core area immediately surrounding the park, with the remainder of the land allowing connections to the San Dieguito River valley to the north and west and providing one end of a lengthy open space corridor to the south.

This Subarea I Plan designates approximately 1,945 acres of resource-based open space which includes the natural resource areas of the MHPA within Subarea I (**Figure 3.2**). In addition, 1,070 acres of amenity open space are designated within the Subarea. Amenity open space includes such areas as golf courses and brush management lots. Approximately 50 acres of active use open space areas composed primarily of public parks complete the Subarea open space system. The total area of the Subarea I open space system is 3,065 acres.

Approximately 1,915 acres of resource open space, including most of La Jolla Valley and areas surrounding Black Mountain and headwaters of La Zanja Canyon, are required to be



Open Space 3.2
Black Mountain Ranch Subarea Plan **FIGURE**

dedicated to the City of San Diego or the San Dieguito River Park Joint Powers Authority as part of the approved BMR VTM/PRD. This land will be incorporated into the Black Mountain Open Space Park or the San Dieguito River Valley Regional Open Space Park, creating an open space corridor which links Black Mountain with the San Dieguito River and headwaters of La Zanja Canyon. Natural open space areas will preserve stands of sensitive native vegetation and grasslands. These areas will require no permanent irrigation and only minimal maintenance. Open space in La Jolla Valley will be enhanced with revegetation of 12 acres of coastal sage scrub plantings to improve habitat connectivity and quality. A 400-foot-wide riparian zone will be maintained along Lusardi Creek and reestablished with willows, sycamores, cottonwood and oaks. Another 400-foot-wide open space corridor will be maintained through the center portion of Santa Fe Mesa. The open space system also includes sensitive hillsides and habitat fronting La Jolla Valley within the northeast perimeter property and MHPA core and connecting habitat adjacent to Black Mountain Park in the southeast perimeter property, and connecting habitat for the MHPA along La Zanja Canyon in the southwest (**Figure 3.1**).

MSCP/MHPA BOUNDARY ADJUSTMENT

This Subarea Plan includes adjustments to the MHPA boundary within Parcel C of the Southeast Perimeter Properties and Parcel J of the Southwest Perimeter Properties. These modifications are analyzed in combination with the total resource open space system for Subarea I in the Subarea Plan EIR and **Appendix A** of this Plan. They have been determined to constitute an “equivalent exchange” allowed by the MSCP Plan (Section 5.4.2) and the City of San Diego Subarea Plan (Section 1.1.1) resulting in a functionally equivalent preserve design.

Within the BMR VTM/PRD ownership area all of the MHPA area has been designated as open space and will be dedicated to the City of San Diego as final maps are recorded for the project. Within the Perimeter Properties it is anticipated that the MHPA area will be dedicated to the City of San Diego as open space or encumbered with appropriate conservation easements as part of individual project development. The configuration and amount of land within the MHPA for individual projects shall be substantially as designated in this Plan.

USES ALLOWED IN THE PRESERVE

Some development will be allowed within the MHPA on parcels that are mostly or wholly within the MHPA. Limited residential development at a density of one dwelling per four acres will be allowed. Such development will be consistent with Section 1.4.1 of the MSCP as described below. Development on such parcels will be limited to 25 percent, be located in the least sensitive areas of the parcel and will be developed in conformance with the OR-1-2 zone and/or the Environmentally Sensitive Lands (ESL) regulations or the Resource Protection Ordinance, if it is still in affect. The OR-1-2 zone may be applied to all parcels that are wholly within the MHPA. The OC zone may be applied to the MHPA portion of parcels that are being partially developed and partially conserved for biologic purposes.

Uses allowed in the MHPA are described in the MSCP Subarea Plan, Section 1.4.1. Permitted uses include:

- Passive recreation
- Utility lines and roads in compliance with design guidelines
- Limited water and sewer facilities and other essential public services
- Limited low-density residential uses
- Brush management
- Limited agriculture

The MSCP Subarea Plan contains a list of specific MHPA design guidelines for the proposed northern area FUA, including Subarea I. Some of the MHPA guideline designations which directly apply to Subarea I are:

- “C. 12 Incorporate bridges to facilitate wildlife crossings” (refers to Camino Ruiz area/ Carmel Valley Road area).

Camino Ruiz will be designed with bridges at the Lusardi Creek crossing and along the south boundary of Subarea I where there is a wildlife link to Subarea IV (**Figure 3.1**)

- “C. 21 If the reservoir site is purchased by the City’s Water Utilities department for water facility uses, the development area may expand slightly” (refers to the water storage reservoir site on Black Mountain Ranch VTM/PRD).

The potential expansion area is outside of Subarea I within the adjacent community of Rancho Peñasquitos.

- “C. 22 Study the need for a future at-grade separated wildlife crossing” (refers to an area within the panhandle area of the approved Black Mountain Ranch VTM/PRD).

Under this Subarea Plan, a bridge is to be provided where Carmel Valley Road passes through the panhandle area (**Figure 3.1**).

- “C. 23 The La Jolla Valley area will be enhanced and restored into a fully functional native riparian corridor and maintained at 400-500 feet width along its length as part of the Black Mountain Ranch project” (refers to the riparian revegetation area within the northern golf course of the BMR VTM/PRD).

The BMR VTM/PRD includes a program to restore and enhance this riparian corridor.

- AC. 24 Provide a 400-foot-wide corridor as part of the Black Mountain Ranch project" (refers to the SDG&E alignment in the center of the North Village area).

This area was set aside on the BMR VTM/PRD and is included in this Subarea Plan.

- “C. 25 Development in this area should provide barriers such as fencing to prevent encroachment into the preserve. Other adjacency planning guidelines such as plantings, lighting and drainage should also be incorporated into any future development proposal” (refers to the northeast Perimeter Property and North Village area of Subarea 1).

Such design guidelines are provided below and will be implemented through conditions on future individual project development permits.

A. MHPA LAND USE ADJACENCY GUIDELINES

Section 1.4.2 of the MSCP Subarea Plan includes general planning principles and design guidelines that are to be used in planning of projects located adjacent to or within the MHPA. These policies and guidelines address the construction and maintenance of roads and utilities, fencing, lighting, signage, materials storage, mining/extraction/processing facilities and flood control. The goal of these policies and guidelines is to ensure minimal impact to the MHPA. In Subarea I, these development guidelines will be implemented as project conditions during the processing of project permits.

Planned land uses adjacent to the MHPA within the Black Mountain Ranch Subarea include single-family and multifamily residential and active recreation. The Black Mountain Ranch Subarea I Plan requires that the following measures be conditions of approval of future tentative maps or development permits:

Drainage

The Black Mountain Ranch VTM/PRD includes a series of nine detention and desilting basins to retain runoff from developed areas, including the future development areas which are the subject of this Subarea I Plan. Five of the basins are located along the western boundary of Subarea I and four are north of Lusardi Creek to capture runoff from the North Village, resort/hotel and other residential areas. Future development areas in the panhandle area of the Black Mountain Ranch future development area and the southeast Perimeter Properties may require additional detention and desilting basins when development entitlements are considered. Other Best Management Practices include source control measures and grass swales within amenity open space and the golf courses to minimize and filter any fertilizers or pesticides prior to entering natural drainage systems.

The following measures would reduce levels of erosion, sedimentation, and runoff during and after construction activities. These or equivalent measures will be conditions of future tentative maps or other permit approvals in Subarea I:

- Hydroseeding and landscaping of any cut/fill slopes disturbed or built during the construction phase of the project, with appropriate ground cover vegetation shall be performed within 30 days of completion of grading activities.
- Areas of native vegetation or adjoining slopes to be avoided during grading activities shall be delineated to minimize disturbance to existing vegetation and slopes.
- Artificial ground cover, hay bales, and catch basins to retard the rate of runoff from manufactured slopes shall be installed if grading occurs during wet weather season, November 1 through April 1.
- Fine particulates in geologic materials used to construct the surficial layers of manufactured slopes shall not be specified unless a suitable alternative is not available.
- Temporary sedimentation and desilting basins between graded areas and streams shall be provided during grading.

Development in the southeast Perimeter Property may require detailed design and construction of additional desilting/detention basins not already approved under the Black Mountain Ranch VTM/PRD. These basins would use extended detention methods to maximize their usefulness in controlling erosion and sedimentation impacts. The basins would be constructed and maintained by the developer during construction. Once the project is completed, responsibility for the maintenance of these basins would be transferred to the homeowners association.

The requirements for sedimentation basins and the use of Best Management Practices (desilting basins, extended detention, filter strips and source controls) shall be noted on future tentative maps. It shall also be a condition of future tentative maps that permanent basins and all other drainage facilities shall be constructed prior to issuance of building permits. Facilities will be designed to minimize impacts to the MHPA.

Toxics

Storage or use of potentially hazardous or toxic chemicals within the MHPA could occur at the golf courses. No additional facilities that use hazardous or toxic chemicals are proposed. The approved Black Mountain Ranch VTM/PRD includes provisions for Best Management Practices for the use of irrigation; control of fertilizers, pesticide, and herbicides and sedimentation and source control measures. These include:

- Cover outdoor storage facilities that contain potential contaminants.
- Encourage proper use and disposal of materials including fertilizers, pesticides and herbicides and appropriate methods, rates and frequency of application.
- Encourage alternative methods for controlling weeds and insects using physical, biological and lower toxicity methods.
- Recycle chemicals to the extent possible and dispose of materials in a safe and proper manner.

Lighting

Golf Courses

Under the terms of the Black Mountain Ranch VTM/PRD, lighting for the golf courses and resort would be restricted to avoid intrusion into the MHPA. The golf course and driving range would not be lighted for night-time uses. Lighting of parking and outdoor areas at the golf courses and resort is to be at a minimum intensity required for safety, with the light source directed downward and shielded.

North and South Villages and Perimeter Properties

All night lighting from residential development within the North Village and South Village shall be set back and shielded from the MHPA and should not have an adverse impact. Black Mountain Ranch VTM/PRD design guidelines also specify shielding for exterior lights at residences adjoining the MHPA. These design restrictions will be

included in all future residential developments adjacent to the MHPA. Subarea I includes 515 acres of Perimeter Properties, which are located outside the Black Mountain Ranch ownership and designated at various levels of residential density. These privately-held lands are located principally in the central to southern portions of the Subarea, always at the perimeter of Subarea I. Except for Parcel E, all Perimeter Properties are designated for low-intensity uses, and will be subject to the Design Guidelines approved for the Black Mountain Ranch VTM/PRD or required to develop equivalent independent guidelines as a part of subsequent, implementing discretionary review. Area E, because of its higher-density designation, is subject to the design conditions described herein for the North Village.

The following approved guidelines for the Black Mountain Ranch VTM/PRD will be a requirement of all guidelines concerning exterior lighting for private and public facilities in Subarea I:

- The intensity of exterior lighting shall be kept to a minimum to promote a rural character and limit impacts to the wildlife which will occupy the extensive open space system at Black Mountain Ranch.
- In general, exterior lights should be directed downward and the light source should be shielded.
- Development of properties immediately adjacent to natural open space areas shall be specifically designed so that light or glare shall not be cast on the open space lots.

Noise

Proposed uses within and adjacent to the MHPA that are potential noise generators include major roads and water and sewer pump stations. Noise from major roads is anticipated to be below 65 decibels community noise equivalent level within 150 feet of the road edge crossing the MHPA. Other uses adjoining the MHPA would be residential, golf courses and the resort hotel; these uses are not anticipated to generate adverse noise impacts to wildlife.

Noise generated during construction of future development adjacent to the MHPA could impact sensitive wildlife during the breeding season. Construction activity noise shall be restricted during the breeding season if breeding wildlife are identified in the area of individual projects. Any grading or construction during the breeding season shall employ temporary noise controls to reduce noise to 60 dB in areas occupied by breeding wildlife.

Barriers

New development adjacent to the MHPA will be required, as deemed necessary by the City, to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls and/or signage) along the MHPA boundary to direct public access to appropriate locations and reduce domestic animal perdition. Areas where barriers will be considered are identified on **Figure 3.1** as having “limited access.”

Invasive Species

The approved Black Mountain Ranch VTM/PRD has a listing of appropriate landscape plantings for residences and in amenity open space that restrict non-native plant species and will prevent the introduction of invasives. The landscape guidelines are described in **Appendix B** and shall be required as conditions of approval for future development within Subarea I.

Brush Management

Brush management zones (separate lots) have been approved as part of the Black Mountain Ranch VTM/PRD including all future development areas. Brush management zones for the Perimeter Properties are included within the development envelopes. Brush management plans for these areas would be required when development entitlements are applied for, and will be consistent with City requirements.

B. MANAGEMENT DIRECTIVES FOR NCFUA SUBAREA I

The MSCP Subarea Plan recognizes that management of the MHPA is critical to the overall success of the MSCP Program and that it must be done in a comprehensive fashion over the entire MHPA. The City's MSCP Subarea Plan states that the City will be responsible for and will continue the management and maintenance of its existing public lands at current levels. The City will also manage and maintain lands obtained as mitigation where those lands have been dedicated to the City in fee title or easement. The MSCP Subarea Plan establishes both general and specific management priorities to be implemented as funding is available, although some priorities may be implemented as development mitigation or through research efforts by the scientific and academic community. Both the general and specific management directives are prioritized, with the first level being required under the terms of the City's MSCP Implementing Agreement. Second priorities are more discretionary.

- **General Management Directives:** These directives apply to the entire preserve throughout the City. They address citywide issues such as public access, trash removal, control of invasive exotics and flood control.
- **Area Specific Management Directives (ASMD):** These are specific to Subarea I and address wetland restoration, coastal sage scrub monitoring, specific requirements for fencing, golf course areas, public and pet access, trail locations and requirements, educational programs and revegetation. The ASMD have either been incorporated into the approved BMR VTM/PRD or will be required to be developed at the time a project seeks development approval. As stated above, if lands are dedicated to the City in fee title or conservation easement, the City will be responsible for management.

The Black Mountain Ranch Subarea I Plan addresses the management directives of the MHPA through the approved Black Mountain Ranch VTM/PRD project design, and design guidelines for the balance of Subarea I as follows:

- As a part of the BMR VTM/PRD, the Lusardi Creek area will be restored into a fully functional native riparian ecosystem and maintained at a minimum 400-foot width along its entire length through the golf course. Access to this important regional wildlife corridor will be limited by clearly defined crossings of the corridor. These crossings will be monitored for litter and other disturbances to the natural habitats.
- As a part of the BMR VTM/PRD, golf course areas will be separated from the MHPA and sensitive habitat areas with native vegetation that discourages human access (e.g., brambles, cactus, yuccas).
- As a part of the BMR VTM/PRD, access into the coastal sage scrub area in the south central area and the corridor and drainage area in the southwestern corner of the BMR VTM/PRD bounded by residential and golf course uses will be limited with fencing or natural barriers. Signage will direct local residents to appropriate locations and approved trails.
- As a part of the BMR VTM/PRD, periodic oversight of the golf course will be provided to assure Best Management Practices are in place to control chemical overflows and urban runoff into the natural open space system.
- In order to deter unlimited access to this regional wildlife corridor, fencing and/or barrier plantings along the middle school site in the south will be provided. Direction of public access and restriction of pet access will also be facilitated by fencing and/or barrier planting. Informational signage and environmental education programs (including monitoring and restoration projects involving students) plan to be implemented and heighten awareness of the MHPA's goals, purpose and needs in Subarea I. Access to the open space at Black Mountain Ranch is already limited through conditions of approval in the BMR VTM/PRD (**Figure 3.1**).
- Within the Perimeter Properties of Subarea I direct access to open space areas may be limited where indicated on **Figure 3.1**.
- In areas with a history of invasive species, there will be monitoring and redirection (when necessary) of public access and restriction of pet access to the MHPA.
- Consistent with the Black Mountain Ranch VTM/PRD project, trails will be established by the developer and maintained by the City over the long-term in the MHPA (**Figure 6.1**).
- The developers of Black Mountain Ranch are required to provide the financing for the construction of a fence at the northern fork of La Zanja Canyon where it will terminate at the proposed alignment of Camino Ruiz. This fence will direct wildlife movement when the Black Mountain Ranch future development area is developed.
- In the event that the existing uses on Parcel J of the Subarea are redeveloped to the uses designated in this Subarea Plan, the streamcourse for the La Zanja Creek will be maintained as a natural drainage course with a minimum 100-foot wide corridor. Required driveway or roadway access will be permitted. Any encroachment into wetlands or riparian habitat for such access will conform to the mitigation requirements of the ESL ordinance and obtain approval from the U.S. Army Corps of Engineers and California Department of Fish and Game.

- In areas adjacent to Black Mountain Open Space Park, such as the southeast perimeter properties, developers will be required as part of their approval to deter off-trail access and use through the provision of clearly marked access areas, well demarcated trails and posted signage.

Per the implementing agreement “To Establish a Multiple Species Conservation Program (MSCP) for the Conservation of Threatened, Endangered and Other Species in the Vicinity of San Diego, California,” the City of San Diego agrees to be responsible for the management of lands which are obtained through dedication in fee title or conservation easement for permanent preservation except where made a previous condition of project approval.

In addition to the Specific Management Directives for Subarea I, the MSCP Subarea Plan incorporates Sections 5.4 and 5.5 of the NCFUA Framework Plan, which also addresses open space management concerns. Each of the implementing principles included in these two sections are addressed below:

5.4 Enhancement and Management of Environmental Tier Lands

- 5.4a This implementing principle requires “Habitat Protection Areas,” “Biological Buffer Areas,” and “Transition Areas” that collectively result in the preservation of the Environmental Tier. As noted previously, the Framework Plan Environmental Tier will be implemented through compliance with the MSCP Subarea Plan, which was adopted March 18, 1997. The MSCP enlarges and improves the configuration of the Environmental Tier through the creation of the MHPA, and does not include requirements for separate habitat protection areas, buffers or transition zones. Land uses within the MHPA will be those allowed in the MSCP Subarea Plan Section 1.4.1.
- 5.4b This implementing principle requires wildlife corridors of sufficient width to provide enough space to allow animal movement without fear, undisturbed by lighting and noise and with habitat throughout. Within Subarea I wildlife corridors will be provided as required by the MSCP, and as noted previously in the description of the MHPA.
- 5.4c This implementing principle requires conformance to the Resource Protection Ordinance (RPO) and successor ordinances. Conformance to the RPO or its successor ordinance is discussed in **Appendix A** of this Subarea I Plan.
- 5.4d This implementing principle states that trails shall not be allowed in wildlife corridors if they would impede movement or other natural functions (breeding, foraging, rearing of young). In Subarea I, trails within the MHPA are located outside of the major wildlife corridors to the extent feasible. The trail system has been designed to limit impacts to the wildlife corridors and the natural functions of the MHPA. (See **Circulation Element**, Section F, page 87 and **Figure 6.2**, regarding the Subarea I trail system.)

- 5.4e This implementing principle prohibits channelization of Subarea I's large drainage areas or floodplains. This Subarea I Plan proposes no channelization. Large identified floodplains are all located in open space.
- 5.4f This implementing principle states that water retention areas and ponded runoff filtering systems may be located within open space and establishes the requirements for such systems. The Land Use Adjacency Guidelines establish how drainage into the MHPA will be managed in accordance with the requirements of the MSCP Subarea Plan.

5.5 Roads in and Adjacent to the Environmental Tier

- 5.5a This implementing principle requires the use of bridge structures to cross the Environmental Tier. Within Subarea I, bridges and large arch culverts will be used as feasible and appropriate to cross wildlife corridors/canyons.
- 5.5b This implementing principle limits road crossings of the Tier to those shown on the Framework Plan and collector streets essential for area circulation. The road system for Subarea I complies with the requirements of the Framework Plan and has been designed to move traffic smoothly and efficiently with as few crossings of the MHPA as are feasible.
- 5.5c This implementing principle states that filling of canyons or valleys shall be avoided and prohibits placement of roads in the bottom of canyons, or where they would act as a barrier to wildlife movement. The land use plan for Subarea I avoids filling canyons in the MHPA. Slopes within and adjacent to the MHPA will be revegetated with native and naturalized plant materials. Roads are located out of the MHPA and only cross as necessary to provide a safe and efficient transportation system.
- 5.5d This implementing principle states that, where roads enter and traverse portions of the open space system, wildlife crossings should be constructed every one-half mile. The only road shown in the Framework Plan as traversing a large portion of the MHPA is SR-56, which is entirely outside of Subarea I.
- 5.5e This implementing principle requires roads to be narrowed when crossing the open space system. This requirement is already accommodated in the design of Subarea I.
- 5.5 f This implementing principle states that roads that cross floodways shall be constructed above grade using bridges or causeway structures. This requirement is already accommodated in the design of Subarea I.

C. AMENITY OPEN SPACE

The North Village will include four amenity open space elements:

- Central Open Space Link: a central open space of land dedicated to habitat in the “knot” of the bow tie area.
- Open Space Corridor: extending westerly of the neighborhood park connecting to the open space system in Lusardi Canyon.
- Promenade Walkway of North Village Drive: extending east-west along the north side of the Open Space Corridor and Village Green/Plaza through the compact community, connecting with the walkway systems in adjacent areas.
- Village Green/Plaza: an urban open space surrounded by the most intensively developed portion of the compact community. The Village Green is approximately ten acres designed to relate to the Mixed-Use Core. It surrounds a 4.5-acre extension of the existing natural canyon system.

The character of each of these is described below:

- The Central Open Space Link is a north-south link in an extensive habitat preserve system. It also functions as a central node, providing transition between the compact community to the east and the less dense area to the west.
- The Open Space Corridor will contain a hiking/biking/equestrian trail system which connects to the on-site and ultimately off-site regional trail system.
- The North Village Drive Promenade Walkway is urban in character, combining a road, wide parkway, bike lanes and walkway. The walkways along both sides of the street will be within wide bands of landscaping.
- The Village Green/Plaza is the dominant landscape feature of the Community Mixed-Use Center (MUC). It is a place where gatherings and civic events such as community festivals and 4th of July celebrations may occur.

IV. HOUSING ELEMENT

HOUSING ELEMENT

Chapter 2 (**Land Use Element**) defines the location, amount and type of housing to be built in Subarea I. This chapter addresses housing needs that are unlikely to be satisfied by the market, but should be met in order to create diverse communities meeting the needs of San Diego residents.

GOAL

Provide an economically and socially diverse community through a variety of housing styles, tenancy types and price ranges.

IMPLEMENTING PRINCIPLES

- Provide a fair share of affordable housing and housing for persons with special needs, consistent with the City's Housing Element and the Regional Fair Share Distribution prepared by SANDAG.
- Recognize the need for group housing and housing for persons with special needs, including senior housing, congregate care for the elderly, housing for temporary workers and housing with supportive services.
- Apply fair housing practices in sale, rental and advertising of housing units.

AFFORDABLE HOUSING REQUIREMENT

The Framework Plan requires the provision of housing, affordable to lower-income families as certified by the San Diego Housing Commission. The affordable units must remain affordable for the life of the unit and should be phased in proportion to development of market rate units. The bedroom composition of the affordable units should be similar to that of the market-rate units. Fulfillment of this objective may be satisfied by:

- A set aside of no less than 20 percent of the units for occupancy by, and at rates affordable to, families earning no more than 65 percent of median area income (MAI), adjusted for family size; the calculation of this set aside requirement assumes use of the density bonus laws. However, if the density bonus laws are utilized, the affordable rates shall be reduced to 60 percent of median area income as adjusted for family size in order to comply with the requirements of the law. Provision of housing at 65 percent of MAI, while conforming to the Framework Plan, will not qualify for a density bonus under the density bonus law.
- Dedication of developable land of equivalent value.

If the affordable housing policy in the Framework Plan for the North City Future Urbanizing Area is changed, it shall also apply in Subarea 1.

Residential development of more than ten dwelling units must satisfy the City's affordable housing requirements as stated above.

The Framework Plan provides specific guidance on the calculation of this affordable housing requirement:

Framework Plan Policy 7.2c:

“In planning for the NCFUA, recognize that the mandated level of affordability will require that developers be granted a density increase of 25 percent over the otherwise maximum allowable residential density as well as at least one additional concession or incentive as described in California Government Code section 65913.4 [65915]. Subarea planning studies should anticipate the awarding of the density bonus in analyzing demand for public facilities in projecting future population.”

Related to this statement, Table 3.3-G of the Framework Plan identifies that the 5,400 homes estimated for Subarea I include the density bonus for all housing projects.

On the basis of these criteria, the 5,400 total housing units in Subarea I break down into 4,536 market rate units and 864 affordable units. This is calculated assuming 4,320 market rate “base” units; this base amount is then subject to the 20 percent affordable housing requirement, generating 864 affordable units and the five percent market rate bonus adds another 216 market rate units. These quantities include BMR VTM/PRD housing which was approved using the same criteria. The BMR VTM/PRD includes 897 base market rate units, 179 affordable units (20 percent of 897) and 45 bonus market rate units (five percent of 897) for a total of 1,121 housing units.

Table 4.1 illustrates allocation of the housing units among the property ownerships assuming use of the provisions of the state density bonus program. The San Diego Housing Commission Executive Director shall be consulted if a development proposal includes an approach that does not use the state density bonus program.

Residential development of ten or fewer housing units and residential development falling within the very low-density residential categories may, at the discretion of the City Council, satisfy the affordable housing requirements by donating to the City an amount of money equivalent to the cost of achieving the required level of affordability. These funds will be deposited into a North City Future Urbanizing (NCFUA) Affordable Housing Trust Fund Account administered by the San Diego Housing Commission. Funds collected in this manner may be applied to affordable housing requirements in the NCFUA.

Housing Policies

- Retain funds collected by the City in lieu of construction of affordable housing units for future development or acquisition of affordable units within the NCFUA.

- Require each property owner in Subarea I to comply with the housing requirements specified in this chapter. Potential suitable locations for these housing units are properties designated Mixed-Use Core, Core Residential or Peripheral Residential. However, the exact location of each property owner's affordable housing units may vary. Prior to individual property owner development approvals, each property owner seeking development approval shall submit an Affordable Housing Plan for Housing Commission and Planning Commission consideration.
- Encourage development of senior housing, especially within and near the Mixed Use Core.
- Provide an affirmative marketing program as a condition of all tentative maps involving more than 20 dwelling units as required by City of San Diego Council Policy 600-20.

TABLE 4-1
AFFORDABLE HOUSING BY OWNERSHIP WITH DENSITY BONUS

Property Designation	Estimated Market Rate Base Units⁽²⁾	20% Affordable Units @ 60% MAI	5% Market Rate Bonus Units	Estimated Maximum Dwelling Units⁽²⁾
A	20	4	1	25
B	156	31	8	195
C	93	19	5	117
D ⁽¹⁾	0	0	0	0
E	240	48	12	300
F	131	26	7	164
G	33	7	2	42
H	16	3	1	20
I	50	10	2	62
J	26	5	1	32
K	10	2	0	12
BMR Phase I	897	179	45	1,121
BMR Phase II	2,648	530	132	3,310
Estimated Total	4,320 DU	864 DU	216 DU	5,400 DU

- (1) Parcel D is entirely within the boundary of the MPHA and therefore designated open space. Development of Parcel D may be permitted pursuant the existing zoning regulations which apply to the parcel. The maximum development area within the MPHA is limited to 25 percent of the parcel.
- (2) Total unit count will depend upon individual project submittals and ability to comply with relevant policies and regulations.

V. COMMUNITY FACILITIES ELEMENT

COMMUNITY FACILITIES ELEMENT

GOAL

Assure provision of public services and facilities concurrent with need.

IMPLEMENTING PRINCIPLES

- Provide for the development of essential schools, parks and library facilities; police and fire protection services; and public utilities.
- Foster convenience, safety, enjoyment and community identity by including public facilities and services that will be needed by Subarea residents.

The principal goal in providing public facilities and services to Subarea I is to ensure that adequate public services will be available concurrent with need. Since many of the proposed public facilities will also serve the needs of adjacent properties and communities, timing and financing becomes a critical component in the implementation of public facility and service needs.

The public facilities provided within Subarea I include schools, parks, fire services and public utilities. A number of these facilities have already been guaranteed or otherwise considered as part of the adoption of the Black Mountain Ranch VTM/PRD.

A. POPULATION-BASED PARKS

The General Plan provides guidelines and standards for population-based parks and facilities. Specifically identified in the General Plan are neighborhood parks and community parks. The guidelines for each type of park are:

- The design for a neighborhood park is determined by neighborhood characteristics and community desires and generally provides multipurpose courts, open play lawns, tot lot and picnic areas. They should serve a population of 3,500 to 5,000 within a 0.5-mile radius and usually encompass ten acres, or five useable acres when located adjacent to an elementary school.
- The design for a community park provides for a wider range of active recreation facilities and amenities. They generally include lighted multipurpose sports fields, restrooms, a recreation building with gymnasium, swimming pool, lighted tennis courts, lighted multipurpose courts, picnic shelters, open lawn areas, tot lots and parking lots. They serve a population of 18,000 to 25,000 within a 1.5-mile radius. Ideally, community parks comprise 20 acres or 13 useable acres when located adjacent to a middle school.

Neighborhood Parks

A total of ten useable acres divided between two sites will serve as neighborhood parks within Subarea I. One of the neighborhood parks is located at the South Village adjacent to the elementary school site. The other is adjacent to the elementary school site in the western portion of the North Village. Both are five-acre parks and will be publicly owned and maintained.

Community Park

Subarea I has a community park located in the southeastern portion of the Black Mountain Ranch VTM/PRD area. It lies on the west side of Carmel Valley Road, across from a reservoir. It is a 40-acre parcel, to be publicly owned and maintained. Of the 40-acre total, 30 acres will be developed for park purposes and the remaining area will remain in open space. **Figure 2.3**, Land Use, shows the community park location. This community park will serve Subarea IV, Torrey Highlands, in addition to Subarea I. Neither subarea contains sufficient population to support or require a community park by itself.

B. SCHOOLS

Subarea I is located entirely within the Poway Unified School District (“District”). Most schools in this District are currently operating at or above their designed capacity. Given this circumstance, new students can only be accommodated through expansion of facilities and development of new schools. Under the terms of already approved development within the Black Mountain Ranch VTM/PRD, an agreement has been entered into with the District to provide additional funding so the District can accommodate the increase in students. This agreement also provides for new school sites within the Black Mountain Ranch VTM/PRD, fair share participation in the future development of new schools, and a number of other elements. These school agreements are the basis for agreements covering the development of the balance of Subarea I.

A ten-acre area elementary school site is designated in the southwestern portion of Black Mountain Ranch adjacent to the South Village. An additional ten-acre elementary school site is designated in the West End of the North Village (**Figure 2.5** and **Figure 2.8**).

In the southern portion of Subarea I (south of Camino Ruiz) the previously approved Black Mountain Ranch VTM/PRD showed a high school site. Since approval of the BMR VTM/PRD, the District has relocated this high school entirely within Subarea IV to the south of Black Mountain Ranch. This former high school site is designated for residential uses in this Plan.

The Black Mountain Ranch VTM/PRD also provides a portion of a middle school site along the south boundary of the Subarea. The balance of the middle school site is within Subarea IV (**Figure 2.3** and **Figure 5.1**).

At the eastern end of the North Village, the District has acquired 40 acres from Black Mountain Ranch developers and is in the process of acquiring an additional 20 acres on the adjacent 4S Ranch for the development of a high school. This 40 acres is designated a high school site in this Plan (**Figure 2.5**).

The District has an option to acquire an additional 20 acres from the Black Mountain Ranch developers to the north of this high school site for a middle school. This option parcel is designated a middle school site in this Subarea plan (**Figure 2.5**).

School Facilities Master Plan and Financing Plan

Development projects within Subarea I will be required to comply with school financing and phasing identified by the District in its School Facilities Master Plan and Financing Plan for the Black Mountain Ranch Subarea. The Schools Financing Plan is subject to adjustment from time to time to reflect the educational policies adopted by the District. As provided in the Schools Finance Plan, the District will form a community facilities district (CFD) pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, to provide a method of phasing and financing school facilities required to accommodate development of all properties within the Subarea.

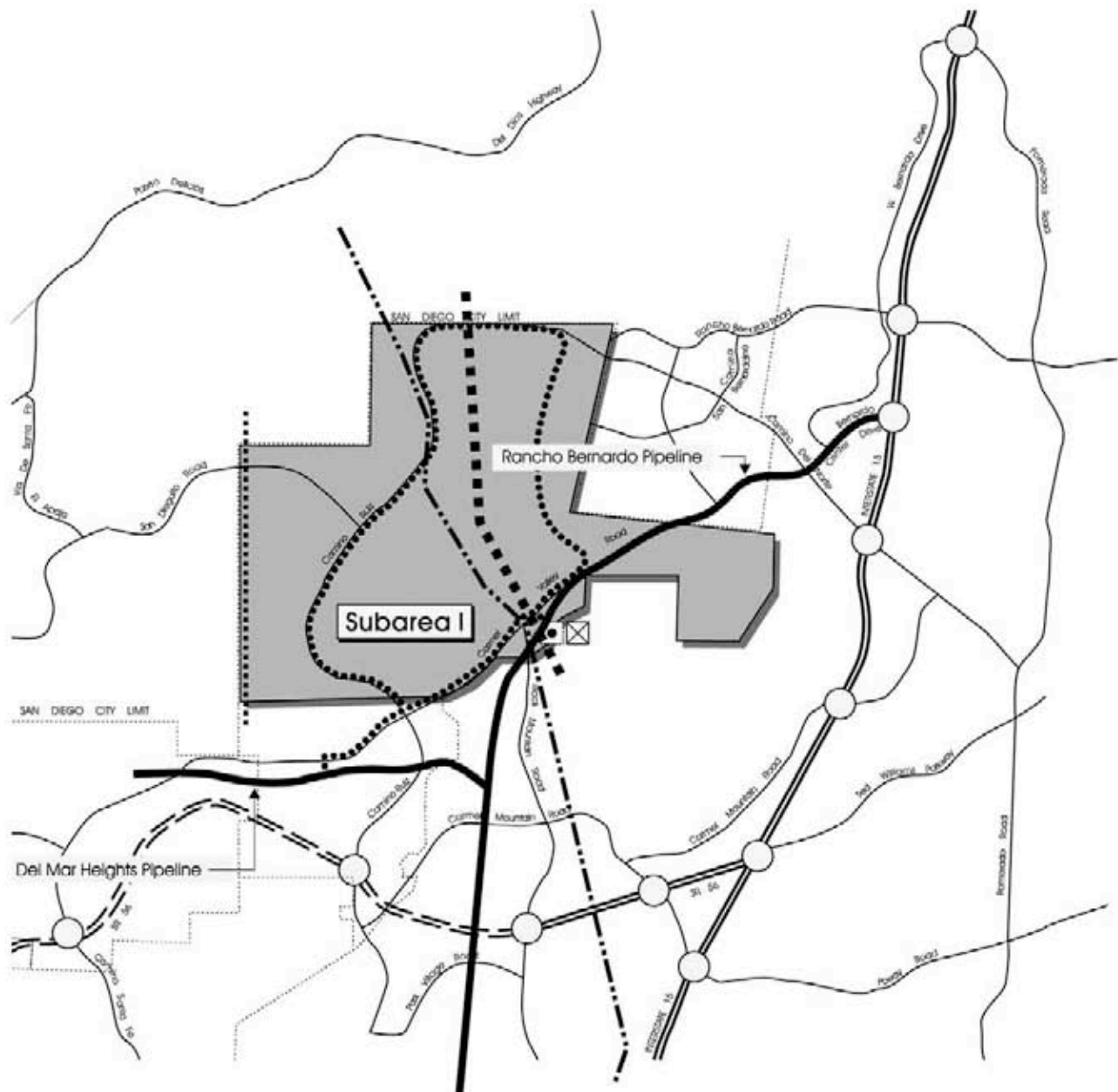
C. LIBRARY

The General Plan establishes guidelines and standards for branch libraries. Branch libraries should serve a resident population of 30,000. A branch library may be established when a service area, which is expected to grow to 30,000 residents within 20 years of library construction, has a minimum population of 18,000 to 20,000. Furthermore, the maximum branch library service area should be a two-mile radius. Branches should be located in areas of intense people activity and where trips can be combined with other daily trips. The minimum floor area for branch libraries is 10,000 square feet.

The nearest existing branch library to Subarea I is the Rancho Peñasquitos Library located on Salmon River Road, a new 20,000-square-foot facility (**Figure 5.1**). The Rancho Bernardo Library is located within Rancho Bernardo along Bernardo Center Drive, approximately three miles east of the Black Mountain Road/Camino del Norte intersection. Carmel Mountain Ranch has a branch library located on World Trade Drive, approximately two miles east of Subarea I.

The population of Subarea I alone is not sufficient to warrant a branch library. However, the combined population of the NCFUA warrants construction of one branch library in Subarea III. The Pacific Highlands Ranch Plan for Subarea III designates a site in the Mixed-Use Center of Subarea III. A small satellite facility which might operate in conjunction with an institutional user in the North Village, such as a community college, is also a possibility, but is not required as a population-based facility.

Timing of a new library will depend on need, as evidenced by population growth within the North City Future Urbanizing Area. Subarea I will provide its proportionate share of funding for library facilities in the NCFUA based upon a Public Facilities Financing Plan.



Legend



Pipelines



San Diego CWA
Second Aqueduct



Proposed Black Mountain
Water Treatment Plant



Black Mountain Ranch
Reservoir Site



Black Mountain Ranch
Proposed Water
Transmission Loop



100' wide SDG&E Power
Transmission Easement



200' wide SDG&E Power
Transmission Easement



Domestic Water and Power Facilities

Black Mountain Ranch Subarea Plan

5.2

FIGURE

D. LAW ENFORCEMENT

The City of San Diego Police Department does not anticipate a need for a substation in the North City Future Urbanizing Area. Nonetheless, a leased storefront or a substation could reasonably be located in the North Village.

Subarea I will be serviced by the San Diego Police Department, Beat 233 of the Northeastern Division, located at 13396 Salmon River Road, approximately two miles south of the site. To provide adequate police protection service to the community, the San Diego Police Department strives to maintain 1.4 officers per 1,000 people. Response time varies depending on unit availability and time of day.

The Northeast Division of the Police Department anticipates an emergency response time of 7.4 minutes and routine response time of 8.3 minutes for the project area.

Subarea I will provide its proportionate share of funding for law enforcement facilities in the NCFUA through a Public Facilities Financing Plan.

E. FIRE PROTECTION

Subarea I is within the service area of the City of San Diego Fire Department. A fire station site has been designated in the center of the North Village along Camino del Norte. A second fire station site is designated in the South Village adjacent to Camino Ruiz (**Figure 2.5** and **Figure 2.8**).

Subarea I will provide its proportionate share of funding for fire protection facilities in the NCFUA through a Public Facilities Financing Plan.

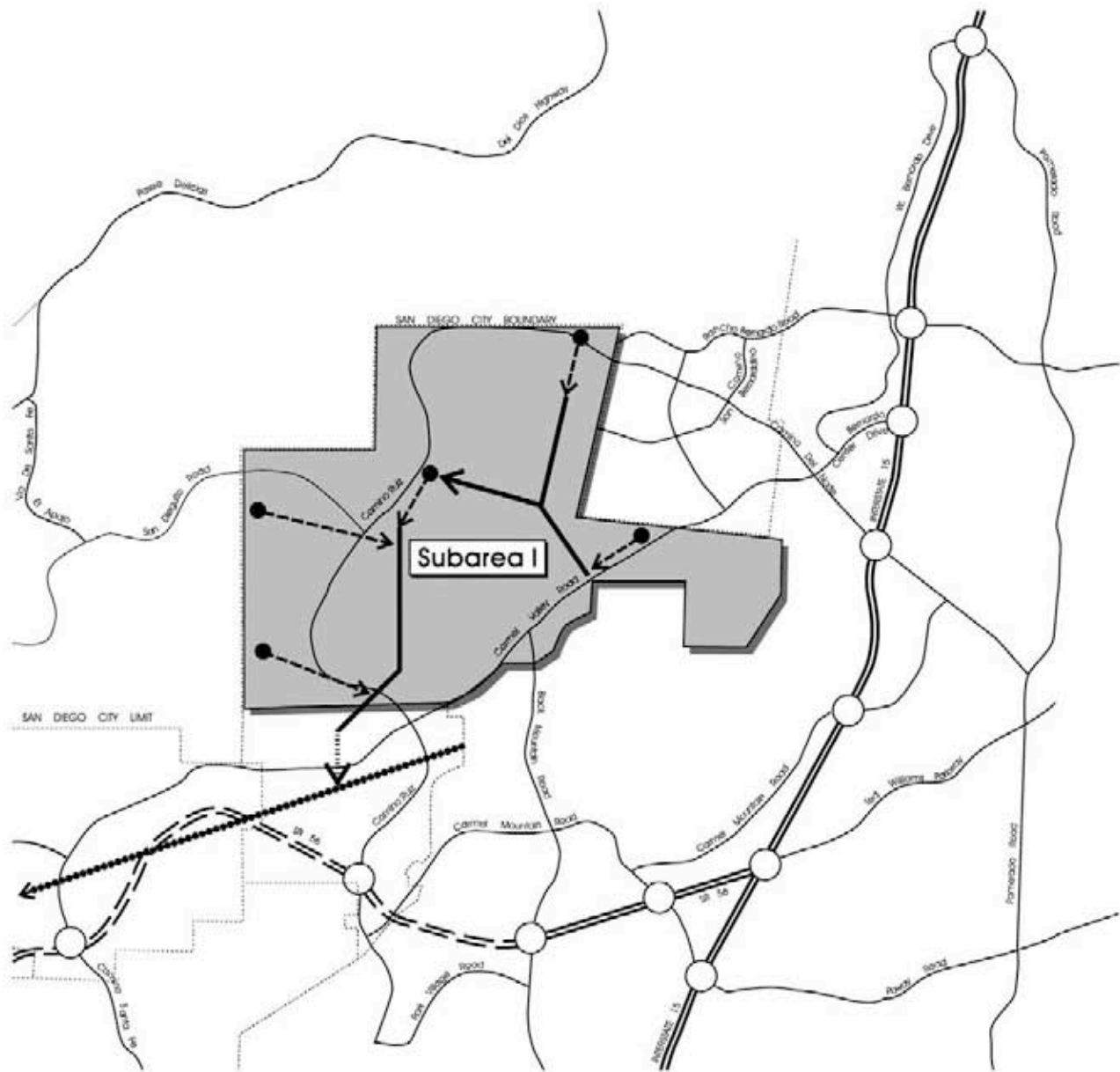
Through the provision of fire stations within the Subarea, Subarea I will comply with City of San Diego Fire Department requirements necessary to achieve the City's six-minute response time.

F. PUBLIC UTILITIES

The provision of water, sewer, storm-water management, electric, phone and cable television services will occur as part of the subdivision map process. Although several of these facilities will cross the MHPA, such uses are allowed and will be constructed to avoid sensitive resources as much as possible. Disturbed areas will be revegetated. Areas that cannot be revegetated (e.g. access roads) will be mitigated per MSCP ratios.



Water and Wastewater Facilities

Currently, the San Diego County Water Authority (CWA) Second Aqueduct traverses Subarea I, and the Carmel Valley Trunk Sewer runs near the southern boundary. In anticipation of development associated with the Black Mountain Ranch VTM/PRD, domestic water and wastewater facilities which will serve Subarea I are in final design with construction of initial stages due to start in 1998. These facilities include major water transmission lines and a major domestic water storage reservoir interconnected



Legend

-  Existing Carmel Valley Trunk Sewer
-  Proposed BMR Trunk (gravity)

-  Proposed Pump Station Sites
-  Proposed Force Mains



Wastewater Collection Facilities

Black Mountain Ranch Subarea Plan

5.3
FIGURE

with the existing regional water supply system. They also include a major trunk sewer linking Black Mountain Ranch to the existing Carmel Valley Trunk Sewer.

Figure 5.2, Domestic Water Facilities, and **Figure 5.3**, Wastewater Collection Facilities, identify the proposed routing, reservoir, or pump station location designed to accommodate development within Black Mountain Ranch.

The City of San Diego Water Department has studied the feasibility of acquiring land for and constructing the Black Mountain Water Treatment Plant (BMWTP) (LDR No. 98-0389, SCH No. 99051062) adjacent to the Black Mountain Ranch Reservoir site as indicated on **Figure 5.2**. While the majority of the potential BMWTP site is outside of Subarea I, the northwesterly 16 acres of the site is within Subarea I adjacent to the Black Mountain Ranch Reservoir site.

Reclaimed Water

City of San Diego Ordinance No. 0-17327-NS (New Series) (adopted July 1989) requires use of reclaimed water, when available, for irrigation of landscape areas as allowed by county Health Department Regulations. Subarea I is outside of the service area of existing reclaimed water supplies. Two sources of reclaimed water supplies are potentially available to Subarea I; a facility at 4S Ranch in the county of San Diego managed by the Olivenhain Municipal Water District and City of San Diego facilities at Mercy Road and I-15 south of the Subarea. If reclaimed water ultimately becomes available to Subarea I from one of these potential sources it would be used primarily for irrigation of common landscaped areas and golf courses.

G. SOLID WASTE SERVICE

Solid waste generated in Subarea I will be transported to the Miramar Landfill, which is owned and operated by the City of San Diego. In order to extend the life of the City's solid waste system, the City has adopted a recycling ordinance and a Source Reduction and Recycling Element (SRRE). The SRRE includes programs for curbside pickup of recyclable materials, such as cans and white paper, and community recycling of household items. Subarea I will comply with the SRRE.

H. AMENITIES

A number of community facilities will be privately developed, owned and maintained as project or community amenities. Typical facilities in this category include: churches, day care centers and recreation centers. Such facilities are appropriate and desirable elements of the North and South Village mixed-use cores.

Village Greens/Plazas

A park/plaza, identified as the Village Green, is designated in the North Village area in association with the mixed-use core. This park/plaza area will be owned and maintained by the village core property owners and is intended to be fully integrated into the mixed-use plan as an urban amenity.

Another park/plaza is designated in the South Village area in association with the mixed-use core there. This park/plaza area will also be owned and maintained by the village core property owners and integrated into the mixed-use plan as an urban amenity.

Golf Courses and other Privately Owned Open Space

Two privately owned golf courses are located within the Black Mountain Ranch VTM/PRD area. Each 18 holes, the two courses cover approximately 600 acres.

The northern course runs east-west along the central riparian corridor, and the southern course winds through residential areas across from the South Village. These courses will be privately owned, operated and maintained. Other non-resource-based privately owned open space areas include brush management lots, open reservoir sites, desilting basins, association parks and recreation lots. These areas total approximately 450 acres and will be privately owned and maintained. **Figure 2.3**, Land Use, best shows the golf courses in relation to adjacent uses. The non-resource-based privately owned open space areas are best seen in **Figure 3.2**, Open Space, where they are designated Amenity Open Space. (The narrow bands of Amenity Open Space surrounding residential areas are brush management areas. The Black Mountain Ranch Design Review Guidelines, approved as part of the Black Mountain Ranch VTM/PRD, includes a table, “Brush Management Program by Lot,” which defines the actual acreage associated with each lot, as designated on the VTM.)

I. PUBLIC FACILITIES FINANCING PLAN

The Black Mountain Ranch Public Facilities Financing Plan (PFFP) provides a financing program for public facilities required to serve Subarea I. The PFFP contains an estimate of the cost of required facilities to be funded in full or part by development in Subarea I and allocates those costs to different land uses and development types within the Subarea. The PFFP establishes a range of fees for development within Subarea I which is the primary source of funding for facilities serving Subarea I. The PFFP outlines a program for funding facilities concurrent with the need for those facilities. Typical facilities funded through the PFFP are: fire stations, libraries, parks, trails, wildlife crossings and major transportation facilities.

VI. CIRCULATION ELEMENT



Street Classifications

6.1

Black Mountain Ranch Subarea Plan

FIGURE



CIRCULATION ELEMENT

GOAL

To ensure a safe and efficient transportation system that integrates with the existing regional system and minimizes impacts to residential neighborhoods, environmentally sensitive areas and adjacent communities.

IMPLEMENTING PRINCIPLES

- Establish a circulation system that results in an efficient movement of vehicles.
- Develop a multimodal circulation system to provide alternative means and routes to arrive at the same destination point and maximizes the opportunities for alternative transportation modes
- Coordinate development with adjacent communities to emphasize mixed-use designs with transit orientations to reduce impacts (i.e. congestion) to the regional circulation system in particular I-15.
- Work with City, state and federal agencies to identify and facilitate improvements along I-15.
- Establish a balanced, topographically sensitive and pedestrian-friendly local street system that connects different neighborhoods and districts to allow for efficient traffic dispersal and minimum road widths.

A. REGIONAL CONTEXT

Interstate 5 is located approximately seven miles from the western Subarea boundary and Interstate 15 is located approximately one-half mile from the eastern border of the site. The Del Dios Highway is located approximately 1.3 miles north of the site. At present, there is no east-west paved roadway between I-5 and I-15 from Mira Mesa Boulevard north to Del Dios Highway.

Access to Subarea I is currently provided by I-5 via Del Mar Heights Road or Via de la Valle to El Camino Real, then to San Dieguito Road. The project area may also be reached from I-15, a portion of SR-56 or Carmel Mountain Road. Extensions of existing San Dieguito Road, Black Mountain Road, Carmel Valley Road and Camino del Norte, as well as new construction of Camino Ruiz and, ultimately SR-56 will provide future access.

San Dieguito Road originates at El Camino Real south of Via de la Valle and terminates at the Subarea. On the south, Black Mountain Road runs north from Miramar Road and connects Mira Mesa to the Rancho Peñasquitos community. The north-south segment of improved Black Mountain Road in Rancho Peñasquitos terminates at the southern Subarea I boundary.

An unimproved portion of Black Mountain Road extends across the site. Carmel Valley Road originates west of I-5 and extends in a northeast direction towards Subarea I. A segment of Carmel Valley Road has been constructed adjacent to the southern portion of Subarea I. Camino del Norte originates in Poway and extends in a northwest direction to where it terminates in the southern portion of 4S Ranch, just south of Rancho Bernardo Road. Rancho Bernardo Road connects portions of 4S Ranch east of Subarea I to I-15 further to the east. Rancho Bernardo Road currently terminates at the east boundary of Subarea I. No improved public roadways presently connect the north from Subarea I.

Both the west and the east ends of SR-56 are complete and in operation. The proposed middle segment will traverse the NCFUA generally in an east-west direction south of Subarea I. This middle segment will connect the west end of SR-56 in Carmel Valley with the east end of SR-56 in Rancho Peñasquitos. The City of San Diego and Caltrans have selected an alignment that is to the south of Subarea I. Subarea I will be directly connected to SR-56 by Camino Ruiz and Black Mountain Road (**Figure 1.3**).

B. THE STREET SYSTEM WITHIN SUBAREA I

The planned circulation network for Subarea I would consist of a hierarchy of streets. The hierarchical pattern of streets allows for the separation of local and through traffic and minimizes conflicts. In addition, a pattern of local and collector streets will encourage pedestrian and bicycle usage by allowing for roadways with lower traffic volumes and narrower widths, which would contribute to a safer environment for non-motorized traffic.

The street system within Subarea I serves, in concert with the open space system and pedestrian linkages, to frame the community and provide visual clarity and a sense of orientation. The design and implementation of the circulation system through the use of bridges and underpasses reflects the resource-based nature of the community reducing impacts to the MHPA. The transportation system is also designed to be multimodal to minimize impacts to the surrounding communities.

A backbone street system of Camino del Norte, Camino Ruiz and Carmel Valley Road all link with roads outside the Subarea and are designed to carry both through and local traffic (**Figures 6.1** and **7.20**). Collector streets occur exclusively in or proximate to the North Village's Community Mixed-Use Center or the South Village (**Figures 2.5, 7.15** and **7.16**).

A series of computerized area-wide traffic models have been run to evaluate the adequacy of proposed street improvements for all FUA subareas, with manual estimates of average daily traffic calculated for the North Village.

Figure 6.1 identifies daily traffic in Subarea I at project buildout. These numbers include trips occurring on Subarea I roadways which have their origin within Subarea I as well as trips originating elsewhere in the region. The highest number of trips occur on Camino del Norte. This is an acknowledgment that the highest intensity of use is located in the area between the Community Mixed-Use Center and I-15. This area encompasses existing and proposed 4S Ranch development as well as the Rancho Bernardo Industrial Park.

The streets within Subarea I are classified according to the City's street standards and consist of the following types:

Four-Lane Major Streets such as

- Camino del Norte
- Camino Ruiz
- Carmel Valley Road

Modified Two-Lane Collector Streets such as

- North Village Drive

Two-Lane Collector Streets such as

- San Dieguito Road

Figure 6.1, Street Classifications, shows the street sizes required for the project. The street classifications, curb-to-curb width, and right-of-way widths are defined in the City's street standards. Based on the cumulative traffic volumes at project buildout, Camino del Norte—which will be built to six-lane prime standards east of the Subarea I boundary—will continue as a six-lane prime right-of-way within the North Village, but transition to four-lane major street improvements with extra wide medians (**Figure 7.20**). Camino Ruiz south of Camino del Norte is classified as a four lane major street with extra wide medians (**Figure 7.20**). North Village Drive is designated as a modified two-lane collector. San Dieguito Road is recommended to be improved as a two-lane collector street (**Figure 7.21**).

C. NORTH VILLAGE STREET SYSTEM

The planned circulation network for the North Village consists of a hierarchy of streets laid out in a grid pattern. The hierarchical pattern of streets allows for the separation of local and through traffic and minimizes conflicts. In addition, alternating patterns of local and collector streets will encourage pedestrian and bicycle usage by allowing for roadways with lower traffic volumes and narrower widths, which contributes to a safer environment for non-motorized traffic. **Figure 2.5** shows the planned circulation system for the internal street network in the North Village.

Camino del Norte

Camino del Norte serves as a primary roadway to provide an east-west connection to communities outside the Subarea and to I-15. Camino del Norte also defines the northern boundary of the North Village area. This portion of Camino del Norte will be designed to carry 30,000 Average Daily Trips (ADT) per the maximum desired Level of Service (LOS) C standard for the City of San Diego. Bike lanes are proposed on both sides of Camino del Norte in the vicinity of the North Village area.

Camino Ruiz

Camino Ruiz would serve as the main roadway providing north-south access to communities to the north and south of Subarea I. Camino Ruiz also defines the western boundary of the North Village. The northern portion of Camino Ruiz, along the western boundary of the North Village, will be constructed as a four-lane major collector and would be designed to carry approximately 30,000 ADT under LOS C standards. Bike lanes are proposed for both sides of Camino Ruiz.

North Village Drive

North Village Drive provides primary east-west circulation and access, and forms the spine of the North Village. North Village Drive will be constructed to a modified two-lane collector standard, with a carrying capacity of 9,000 ADT under LOS C standards. Bike lanes are proposed for both sides of North Village Drive.

Major internal circulation roadways form a grid pattern with alternating local and collector streets in both the east-west and north-south axes.

D. SUMMARY OF SIGNIFICANT FACILITIES AND PROPOSED IMPROVEMENTS

In April 1998, a Traffic Impact Analysis was completed for the Black Mountain Ranch Subarea I Plan. In the analysis, details for a range of critical circulation improvements were provided to mitigate impacts above and beyond those in the BMR VTM/PRD. Because this range of possible mitigation measures is based on forecasts and assumptions of future traffic from a variety of proposed projects, the final mitigation program, including the mitigation of noise impacts associated with traffic, necessarily will be further refined in connection with CEQA review of future tentative maps for specific development projects within the Subarea and for offsite facilities and projects. As a result, the improvements and phasing may be modified and different mitigation measures or phasing may be substituted to the satisfaction of the City Engineer, so long as the mitigation measures to be implemented are determined to meet or exceed the level of mitigation provided for in this traffic analysis.

The development of Black Mountain Ranch Subarea I, beyond the BMR VTM/PRD, is envisioned to occur in three phases. The first phase would be approximately 27 percent of the proposed development, approximately 64 percent would occur in the second phase, and the final phase would represent buildout or 100 percent of the project. This section presents the proposed circulation improvements for mitigation of traffic impacts that are associated with each phase.

1. Bernardo Center Drive

Improvements are recommended at the intersection at West Bernardo Drive as well as at the intersection with Camino del Norte. Improvements to the approach lanes will result in additional capacity, and minor widening will be required. The improvement may also include a pedestrian bridge. Impacts from these improvements will be temporary traffic delays and possible short-term noise impacts from construction of the improvements.

2. Black Mountain Road

The extension of Black Mountain Road from the northern limit of Black Mountain Road to Carmel Valley Road will be constructed to its ultimate cross section as part of the BMR/VTM PRD. The portion of Black Mountain Road south of SR-56 is expected to have traffic volumes that will require that the roadway be widened to six-lane primary arterial standards. This widening effort will extend between Twin Trails Road and Mercy Road. As the widening to six lanes is a planned improvement, impacts from the widening will be temporary traffic delays and possible short-term noise impacts from construction of the improvements.

3. Camino del Norte

This facility is necessary for access to the I-15 corridor from the project as a four-lane facility on the western portion increasing to a six-lane arterial to the east within the 4S Ranch project. On-site portions will be built by Subarea I. The adjacent portions will be constructed by the 4S Ranch project. The need for this facility is identified in the phased improvements for Subarea I. Additional improvements have also been defined at the I-15 interchange consistent with the project report by Caltrans that will enhance capacity at the interchange. These improvements are reflected in the planned geometry used for the calculations of delay and congestion. A significant archeological site, CA-SDI-5,103, is located within the future alignment of Camino del Norte. Mitigation in the form of data recovery is required for construction of Camino del Norte to Camino Ruiz in accordance with 1995 VTM/PRD. Beyond this, no further mitigation is appropriate in view of the acceptable levels of service forecast for buildout conditions.

4. Camino Ruiz

Camino Ruiz is planned to be constructed in its ultimate cross section of a four-lane major street between Carmel Valley Road and San Dieguito Road as part of the approved VTM/PRD for Black Mountain Ranch. For the portion of Camino Ruiz north of San Dieguito Road, the proposed project will construct Camino Ruiz to four-lane major standards. The developers of Torrey Highlands will construct portions of Camino Ruiz to the south of Carmel Valley Road. Impacts from these improvements were evaluated in the Black Mountain Ranch VTM/PRD EIR and the EIR for Fairbanks Highlands. A partial cloverleaf interchange will be provided at SR-56 at the time the six-lane SR-56 is required. The EIR for SR-56 (LDR No. 95-0099, SCH No. 96031039) evaluated impacts of the construction of SR-56, including the Camino Ruiz interchange.

Immediately north of proposed SR-56, a short portion of Camino Ruiz is projected to experience daily traffic volumes in excess of levels consistent with desirable levels of service for the planned six-lane facility. However, the improvements to the interchange with SR-56 to allow for loop ramps will achieve acceptable levels of service at the interchange during peak hours. Further, the ultimate provision of six lanes for the portion of Camino Ruiz between Carmel Valley Road and Carmel Mountain Road is appropriate for the level of project volumes.

5. Carmel Valley Road

Carmel Valley Road will be built to its ultimate configuration (four-lane major standards) for its entire length. This roadway will be built consistent with City standards and the projected traffic volumes. The eastern portion of Carmel Valley Road, which links Black Mountain Road to Rancho Bernardo, is phased to be available at the appropriate stage. The portions of Carmel Valley Road to the west and beyond the Black Mountain Ranch project boundaries are partially the responsibility of the Black Mountain Ranch VTM/PRD during its initial stages. Impacts from construction of Carmel Valley Road were covered in the 1992 EIR for Black Mountain Ranch North and South Tentative Maps (DEP Nos. 90-0332 and 91-0313, SCH No. 91081026) and the 1995 Black Mountain Ranch VTM/PRD EIR.

6. El Apajo

A minor widening to achieve two travel lanes plus a two-way left-turn lane and either parking or bike lanes is proposed for El Apajo between San Dieguito Road and Via de Santa Fe. These improvements would reduce but not fully mitigate the traffic impacts from buildout of the Subarea I on El Apajo. While a four-lane cross section would fully mitigate the projected traffic volumes, the proposed three-lane cross section is in better conformance with the existing abutting development. Full four-lane widening would impact street access for an existing school and shopping center, would require grading into sensitive slopes, and removal of mature trees.

7. El Camino Real

The portion of El Camino Real between Via de la Valle and San Dieguito Road is currently constructed with two travel lanes. El Camino Real needs to be widened to a four-lane facility from Via de la Valle south to Half Mile Drive. The City has undertaken design of the bridge over the San Dieguito River. The bridge improvement would result in impacts to wetlands, and agricultural lands.

8. Interstates 5 and 15

The project's volumes are not significant in the planned buildout of I-5 or I-15 based the City's guidelines except for one segment on I-15 south of Camino del Norte. Improvements are being examined by Caltrans as part of the current Major Investment Study (MIS). These improvements include HOV lanes on I-5 north of I-805 and HOV lanes in the median area of I-15 north of SR-56 as well as a myriad of other operational capacity improvements. These improvements on I-15 could result in as much as three additional lanes of peak hour capacity. As part of Caltrans' ongoing work, it is expected that HOV slip ramps will become available at every on-ramp in both directions as ramp improvements occur with other surface street improvements. Caltrans would be the responsible agency for review of the potential environmental impacts of improvements to these two freeway facilities.

9. Rancho Bernardo Road

Studies have identified the need for six-lane widening improvements on Rancho Bernardo Road from West Bernardo Drive through to the I-15 interchanges, continuing to Bernardo Center Drive. These improvements include both intersection improvements to enhance capacity and roadway widening to achieve the adopted six-lane major cross section as identified in the Community Plan for Rancho Bernardo. Both the Black Mountain Ranch project and the county's 4S Ranch project are identified with joint responsibility for implementing these improvements, as well as several other improvements in the Rancho Bernardo area. A reclassification to primary arterial would be necessary to fully mitigate this segment. This necessitates purchasing access rights and driveway closures west of the freeway. This would impact community access and existing commercial uses along this reach.

10. North Village Drive

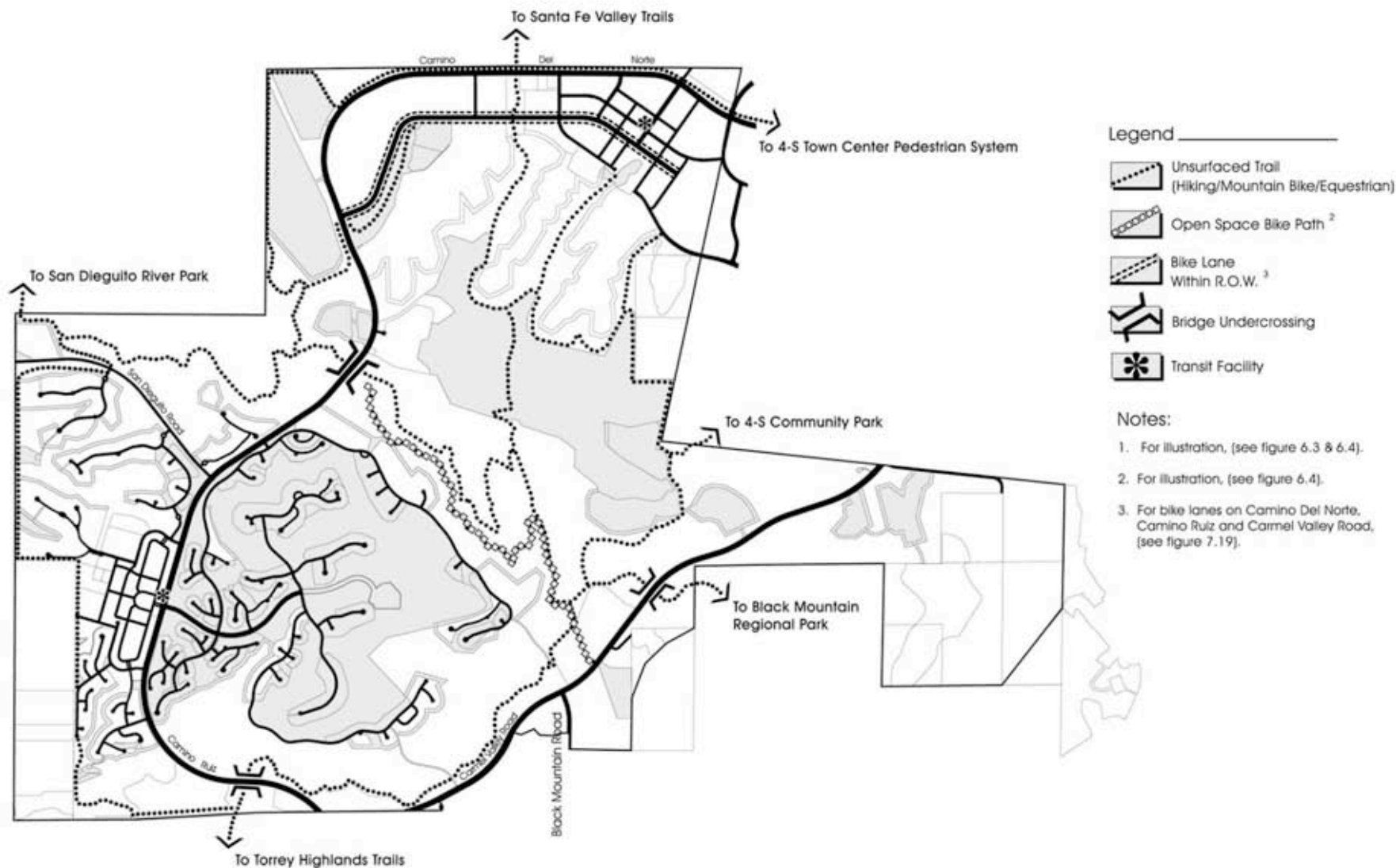
North Village Drive will be built as development of the proposed project proceeds. Since this facility is wholly within the northern project area, it is wholly the responsibility of the developers of Black Mountain Ranch. Traffic signals will also be provided at key intersections along its length.

11. San Dieguito Road

This roadway is projected to have buildout traffic volumes that exceed its standard functional capacity in locations both in the county and the City of San Diego. However, the predominant character of San Dieguito Road is a high-speed facility with excellent sight distance, limited grades, left-turn pockets at intersections and only occasional side street access with no driveways. The project proposes improvement at the El Apajo intersection that would provide a traffic signal at this intersection. The issue of capacity on San Dieguito Road was evaluated by the county of San Diego during the studies associated with the deletion of SA 680. (SA 680 was a facility to the north that would have lessened the effect to San Dieguito Road.) In these studies, county staff concluded that San Dieguito Road could handle up to 16,000 ADT. Past and recent forecasts confirm that had SA 680 remained in the county's circulation system, lower volumes on San Dieguito Road would occur.

The connection of Santa Fe Valley to the Del Dios Highway is now approved as a private, gated connection for the use of Santa Fe Valley residents. While offering these residents access choices, the general public would not have this option. In fact, preliminary testing of a network with no gate would reduce certain volumes within the Future Urbanizing area while increasing others near Rancho Santa Fe.

The necessary portion of San Dieguito Road from the west City limits and Camino Ruiz will be constructed as part of the approved BMR VTM/PRD. This segment and the adjacent portion within the county's Fairbanks Ranch development is proposed for limited intersection improvements to allow a protected left-turn lane in locations where it otherwise is not available. These improvements would reduce but not fully mitigate the impacts of Subarea I traffic on this roadway, which would require full



Alternative Transportation Modes

Black Mountain Ranch Subarea Plan

6.2

FIGURE

four-lane improvements. The improvement to four lanes would not be consistent with the County Circulation Element, which designates it a two-lane collector. Other impacts would result to access for existing residential development, landform alteration, and removal of eucalyptus trees resulting in impacts to community character. Similarly, San Dieguito Road east of El Camino Real experiences volumes that could be mitigated by a four-lane widening project. Instead, limited intersection improvements are proposed to enhance capacity while respecting the character of the area and the existing roadway design.

12. State Route 56

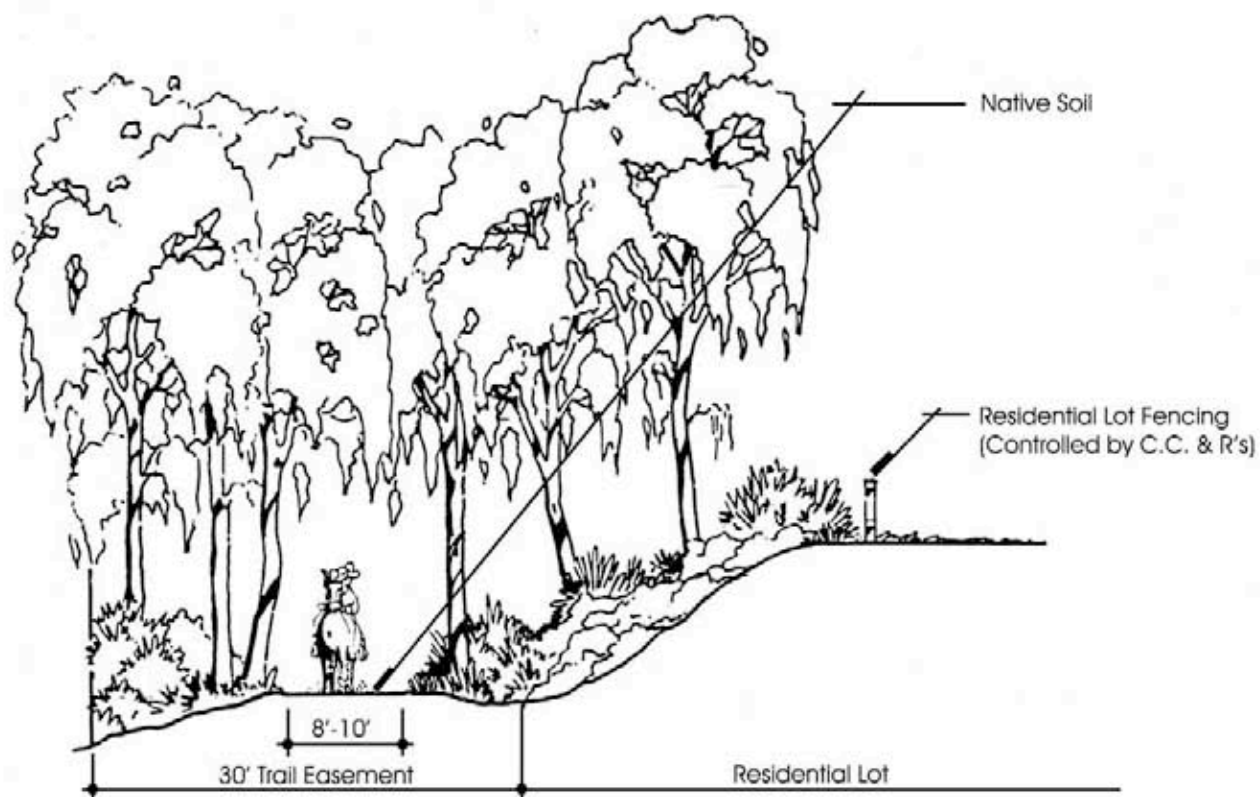
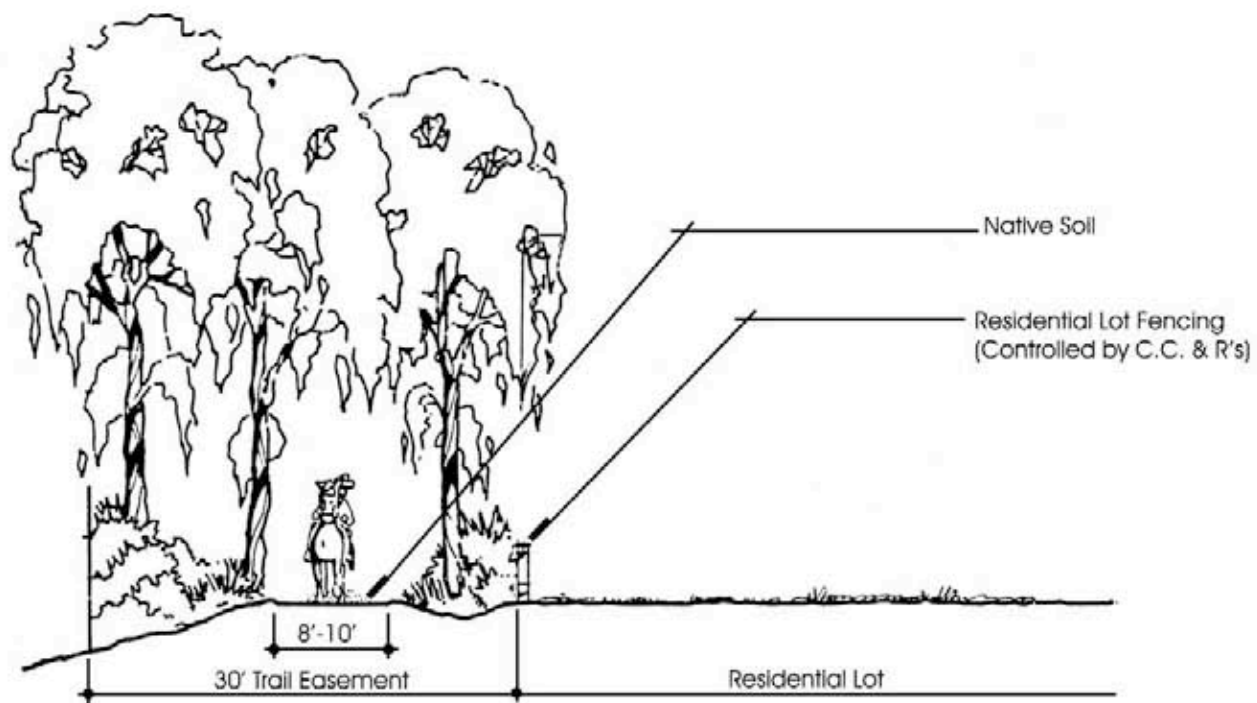
The east and west portions of SR-56 exist and the middle section is in the final design and construction stage. Initially planned as a four-lane expressway between the terminal points in Rancho Peñasquitos and Carmel Valley, SR-56 is eventually planned as a six-lane freeway. The Subarea I Plan assumes the availability of the initial expressway and the eventual ultimate freeway as reflected in the phased development thresholds for the Subarea. A further dependence is also identified for the missing loop ramp between eastbound SR-56 to northbound I-15 as well as the direct connectors for SR-56 to north I-5.

13. Via de la Valle

Via de la Valle, between I-5 and San Andres Drive, is striped as a four-lane cross section. This portion of Via de la Valle is constructed with a median and full improvements that are sufficient to restripe to six lanes. East of San Andres Drive, Via de la Valle is limited to a two-lane cross section. The two-lane portion of Via de la Valle eastward from San Andres Drive to El Camino Real (East) must be widened and improved to a four-lane cross section to accommodate existing traffic volumes. This widening would require grading into sensitive hillsides, impacts to sensitive vegetation, and potential construction-related access and circulation impacts and long-term water quality impacts to the San Dieguito lagoon. Widening of Via de la Valle and improvements to its intersection with El Camino Real were identified in the Black Mountain Ranch VTM/PRD. Past efforts by the City to accomplish this improvement have been unsuccessful.

14. West Bernardo Drive

The most northern portion of West Bernardo Drive is proposed for improvement from the I-15 southbound ramps adjacent to Lake Hodges southward to just north of Aguamiel Road. In addition, a traffic signal is proposed for the intersection of West Bernardo Drive at the southbound I-15 ramps. The proposed cross section would continue the one established closer to an existing retirement center, which includes one vehicle travel lane in each direction plus a bike lane and widening to allow protected turns at intersections. An improvement in this area to the full four-lane major cross section in the community circulation plan, while possible, is likely to generate additional concerns due to non-traffic issues along the alignment in this area.



Hiking/Mountain Bike/Equestrian Trail
Black Mountain Ranch Subarea Plan

6.3
FIGURE

15. Interstate 15 Freeway Ramps

Improvements contained in several of the projects outlined above are interchange improvements on I-15. The interchanges in Rancho Bernardo including West Bernardo Road, Rancho Bernardo Road, Bernardo Center Drive and Camino del Norte will all be improved consistent with existing studies. Another interchange at SR-56 and I-15 will also have improvements to provide the missing loop ramp to the north and southbound ramp improvements.

E. TRANSIT

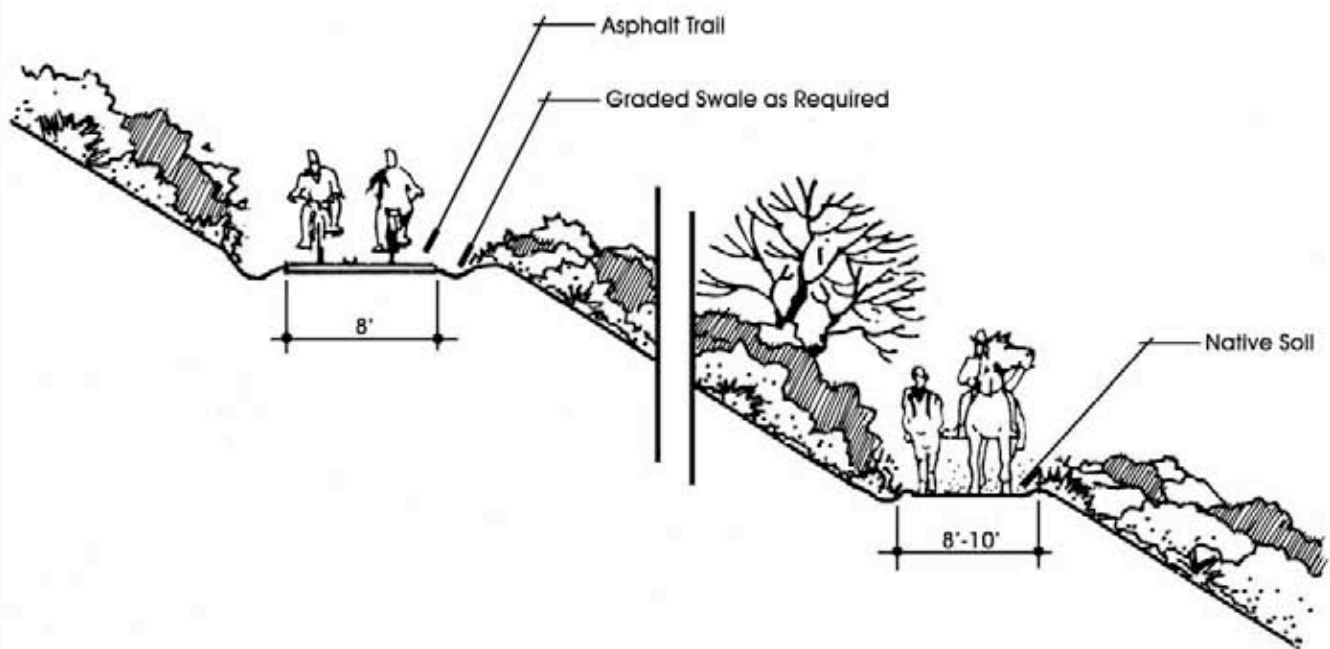
The design of a multimodal transportation system was one of the primary goals of the Framework Plan process. The plan strives to create a land use and circulation pattern that supports multimodal travel habits for residents and employees of the Future Urbanizing Area. The vision for the transit system in the Framework Plan includes the opportunity to create “transit emphasis” roadways and intersections, transit exclusive right-of-ways and provisions for regional transit service. The planned transit network is intended to be fully integrated into the local and regional transportation system, and it will provide maximum connectivity to major activity centers.

A study of transit potential for Subarea I is included in **Appendix D** of this Subarea Plan. This Subarea Plan and the corresponding Public Facilities Financing Plan support two specific transit opportunities: a vanpool system and a shuttle linkage to the county transit system.

The designation of the North Village for high-intensity uses and the presence of high-occupancy vehicle lanes on I-15 make vanpools an attractive option for Subarea I residents and employees. Vanpool funding is available through employer and MTDB programs as well as developer contributions.

The future transit routes will be designated by the Metropolitan Transit Development Board (MTDB). Transit routing could provide an extension of existing service to the North Village Transit Center or the creation of a shuttle system that connects Subarea I to the proposed I-15 Bus Rapid Transit system. A localized shuttle system would connect North Village residents to an I-15 express transit stop with a return trip taking workers to employment centers west of I-15. Initial funding for shuttle buses is available through the Subarea I Public Facilities Financing Plan. The Subarea Plan applicant will work with the Metropolitan Transit Development Board to develop a mutually agreeable transit service and financing plan.

The North and South Villages include several provisions to encourage transit usage. The villages will each contain a transit center which will serve this portion of the NCFUA. Each transit center will provide shelter, bike storage and vehicle parking. Both centers are located in readily accessible areas where mixed uses and development have been concentrated. Both sites provide convenient, central locations for service by either vans, shuttles or buses. Funding for the construction of these transit centers is provided for in



Open Space Bike Trail and Equestrian/Hiking Trail

Black Mountain Ranch Subarea Plan

6.4
FIGURE

the Subarea I Public Facilities Financing Plan. Transit routes will flow to and from these centers along Camino del Norte and Camino Ruiz. They will connect with I-15 express routes and potential future transit along SR-56.

Additional transit stops may be located along the bus routes if future demand warrants bus access. Whenever possible, they will be located adjacent to parks and public facilities. The streets adjacent to the transit stops will be designated to facilitate safe pedestrian crossings.

The transit centers are located such that buses and other mass transportation vehicles can quickly and efficiently move through the community. They will be designed in conformance with MTDB guidelines and will accommodate both local and regional buses.

The transit center location in the center of the North Village places it in close proximity to high-density residential, commercial development, office development and the employment center—an intense mix of uses to attract transit service and users. A key element in the transit system is the strategic location of park-and-ride facilities. Park-and-ride lots are designated within the North Village and near the interchange of SR-56 at Camino Ruiz. Also, the eventual conversion of the extra-wide medians on Camino Ruiz, Camino del Norte or Carmel Valley Road to exclusive transit-use lanes is an alternative, should MTDB determine the necessity.

F. NON-MOTORIZED TRANSPORTATION

All primary and major roadways within the Black Mountain Ranch area, including the North Village, will be constructed with bicycle lanes on each side of the street.

Appropriate bicycle facilities (e.g., bicycle racks, lockers) will be required at major activity centers. In addition, unsurfaced trails that could be used for bicycles have been planned in the North Village.

Bicycle access among activity centers within the North and South Villages is enhanced by the traditional grid system of village streets which provides multiple alternative routes and slows vehicular traffic. Cyclists traveling greater distances will have access to bike lanes on Camino del Norte, Camino Ruiz, Carmel Valley Road and the La Jolla Valley Bike Path. These bike lanes connect to a comprehensive bike lane system in the NCFUA, as provided for in the Framework Plan, and within adjacent 4S Ranch.

All primary and major roadways within the Black Mountain Ranch area will have pedestrian pushbuttons at all signalized intersections. In addition, all roadways in the North Village and South Village will be constructed with sidewalks. Clear pedestrian access from residential areas to the commercial core and each of the schools will be provided via sidewalks, pathways, and interconnecting courtyards and arcades, thus increasing the opportunity for alternatives to automotive travel.

The approved Black Mountain Ranch VTM/PRD project includes more than 18 miles of interconnected multipurpose trails linking all parts of the Subarea internally and externally to the trail systems of adjacent communities, allowing for increased opportunities for non-motorized travel external to the Subarea (**Figure 6.2**). The Northeast and Southwest Perimeter Properties shall extend this trail system to serve development on their respective properties.

Trails within the MHPA will be multipurpose regional trails and paths for hiking, biking and, in some cases, for horseback riding (**Figures 6.3 and 6.4**). They will be designed and constructed by project developers and dedicated to the City of San Diego. They will be located in public open space areas and will consist of loose decomposed granite or similar native material. The trails and paths will generally follow the contours of the natural terrain and will avoid unnecessary grading. The design of the trail system will be sensitive to native species and will include interpretive signs to inform users of the purpose of the area and to identify native flora and fauna. As prescribed in the MSCP Subarea Plan, trails and paths within the MHPA will use existing utility easements and improvements where feasible. The City of San Diego will be responsible for trail maintenance.

VII. COMMUNITY DESIGN ELEMENT

COMMUNITY DESIGN ELEMENT

INTRODUCTION

“The TOD (Transit-Oriented Development) concept is a strategy to promote efficient and environmentally sensitive development patterns in newly developing areas. Because these sites are relatively free of existing land uses, new growth areas offer the greatest opportunity for creating mixed-use destinations and interconnected street systems. Constraints generated from topography and sensitive habitat can be overcome by carefully selecting opportunity sites and by curving streets to relate to the topography. A fundamental premise of TODs however, must be to limit sprawl by clustering development within planned urban growth areas”

Source: City of San Diego Land Guidance System
Transit-Oriented Development Design Guidelines
Approved by the City Council August 4, 1992

GOAL

Black Mountain Ranch will be developed as a traditional community of distinct yet complementary neighborhoods. A complete and integrated community containing housing, shops, work places, schools, parks and civic facilities is essential to the daily life of the residents. The community will contain a variety of housing types from single-family estate to mixed and multiuse density to multifamily attached housing. The community identity and sense of place will be established through a consistent overall design and fine-grained development pattern.

Many of San Diego's most desired neighborhoods are the product of small incremental parcelizations and development over a long period of time. Each individual subdivision links to another, while offering small variations on the layouts and character of the area. Certain homogenous, physical qualities repeat throughout neighborhoods such as landscaping, massing of building, colors and materials to define a character for neighborhood.

IMPLEMENTING PRINCIPLES

- Black Mountain Ranch will reproduce and improve upon what is best about San Diego's neighborhoods. These neighborhoods also provide a variety of housing types in close proximity to local commercial needs, cultural and recreational amenities and areas readily accessible to other neighborhoods and communities.
- The commercial centers are the central focus and define much of the character for the community. The commercial centers should be in a central location, provide a wide range of commercial, office and residential densities in a compact and efficient form, adjacent to public transit, and be linked to the adjacent residential neighborhoods.

- Streets, pedestrian paths and bike paths create a system of fully connected routes to all destinations. The street pattern and the design of the street edge will define the character of the North and South Villages to a great extent. Building mass, parking, setbacks, entrances, facade design, landscape and hardscape design must all support the street design concept.
- The natural topography, the overlay of streets and circulation systems and the size of blocks and parcels determine a community's urban form. The street and block layout should capitalize on the topography and provide maximum view opportunities whenever possible. Public open space in the form of greens or plazas should be strategically placed to take advantage of views and to provide pedestrians with opportunities to congregate and use these public spaces.

The achievement of these principles will create a strong sense of place and community, reduce the frequency of automobile use, thereby reducing traffic congestion and improve air quality and facilitate pedestrian circulation. Since approximately 75 percent of Subarea 1 is currently approved for use and development, direct references are made in the material which follows to established design standards delineated in the Black Mountain Ranch VTM/PRD Design Review Guidelines, as well as to the NCFUA Framework Plan. Design standards established through this Plan are: the North Village, the South Village, the Resort Hotel and the Residential Clusters.

DESIGN STANDARDS

The integration of high-quality pedestrian spaces and fine-grained development pattern for the North and South Villages will be accomplished by the following design standards:

- Courtyards, patios, covered walkways and enclosed gardens will be designed to create opportunities for outdoor interaction and pedestrian use.
- Building arcades will be located to create inviting indoor and outdoor spaces visible to the sidewalks or arcades.
- Building entrances will be located facing the streets, with a minimum of spacing 50 feet between entrances.
- Large parking areas, blank walls and service areas along the street and sidewalk frontages within the Community Core will be prohibited.
- Sidewalks will have a canopy of trees (maximum spacing 25 feet on center) to further emphasize a compact walkable link to all areas within the Core and surrounding uses.
- Parking areas will be prohibited between the front elevation of a building and the public street, at the corner of two public streets, and along pedestrian-oriented streets in the Core area

- Parking structures will be allowed in the Core in order to achieve a more compact form. They will be located to the rear or interior portion of the building(s) they serve. If located facing a side street, the parking lot or structure street will be screened with landscape, retail shops or other commercial activities along the ground floor street.
- Alleys or rear service drives will be planned where appropriate to minimize the visual impact of parking, loading areas and garages.
- Surface parking lots will be located to the rear or interior portion of the mixed-use development areas. When a parking lot is located adjacent to a side street or sidewalk, its dimensions along the street will be minimized with a planted setback used to screen the parking area from the street. Parking lots will not be located on the promenade and the pedestrian-oriented streets within the Core area.
- Driveway cuts opening to the public streets will be limited to one open parcel. Corner properties with more than one street frontage will locate an access driveway on the street with least traffic volume.
- Pedestrian and bicycle access from the residential areas to the Core and Transit Center will be provided via sidewalks, pathways, and interconnecting courtyards and arcades.
- Building setbacks will observe the established build-to-lines for residential and commercial uses in the Village Core area. Where there are setbacks they will contain a courtyard, garden patio, covered trellis, walkway, or other outdoor space in order to re-establish the build-to line.
- The primary ground floor residential building entrance will orient to the sidewalk and street. When a courtyard or other outdoor space is used as an entrance to the dwellings, the courtyard should open directly to the street and sidewalk. Building entries and windows are to be visible by pedestrians.
- Front porches, sitting areas, bay windows or balconies will be encouraged for residential buildings.
- Where the net densities are over eight dwellings units per net acre, alleys or drives leading to rear, interior or side locations on the site will be provided.
- Parking may not be located between the front elevation of a residential building and the public street. On-street parking will be provided.
- Buildings of 50 feet in height or more around the Village Green and a pedestrian plaza will be provided to create an urban character, street security at night and to concentrate pedestrian activity. Building heights are to relate to the scale of the open space.
- The facade of a building should consist of articulated walls.

- Garages may be sited in several acceptable ways: in the rear and accessed from an alley, in the rear and accessed from a side drive, or sited to the side, but recessed behind architectural features and the front facade by a minimum of five feet.
- All proposed development will respond contextually to adjacent existing building and uses. This will be done through height, scale, fenestration and with uniform cornice lines and first floor heights, etc.; rather than through a required architectural style or theme.
- Visually prominent buildings will be designed to display civic importance through siting, careful articulation of massing and careful detailing.
- Small-scale public open spaces such as pedestrian plazas, pocket parks and access points will be incorporated to provide areas for rest and people watching.
- Site planning for residences in the Core will orient the building mass to public streets, with the individual dwelling units fronting the sidewalk, interior courtyards, or garden spaces.

A.1 THE NORTH VILLAGE

At the northern edge of Black Mountain Ranch, at the boundaries of the subarea, is the North Village. This Transit-Oriented Development (TOD) village also forms the interface with 4S Ranch and Rancho Bernardo to the east. The overall goal of this village is to create a neighborhood that is self-contained and designed to support mass transit and non-automobile circulation. The intent of this design concept is not only to provide the human-scaled environment that is conducive to the neighborhood living experience, but also to reduce the need for automobile travel and therefore reduce the potential traffic impacts of Black Mountain Ranch and surrounding communities.

Overall, the North Village will be a dynamic, mixed-use neighborhood based on neo-traditional town planning concepts. It is developed around a mixed-use core, transit facility and open space system interconnected by a pedestrian walkway and bicycle system. Supporting uses such as educational, employment and recreation facilities are included to create a true neighborhood. The predominant land use of the North Village will remain residential. Only by integrating a significant residential component can a true village be created.

North Village Land Use

A unique land use concept has been created for the North Village. Focused on the Village Green, a pattern of land uses has been established that interrelate with one another but have distinct characteristics and functions. These land uses and their descriptions are:

- The Village Core (Support Area):

The Village Core is a mix of housing, business, office and schools that creates a lively focus for the activities of the entire neighborhood. The mixed-use Village Core will contain vertical mixed use as well as horizontal mixed use. The ground level of the Village Core will be predominately common use areas. In the immediately adjacent area, residential, retail and/or employment uses are located. The heart of the Village Core is the Village Green.

The Village Core will be pedestrian-oriented in its design emphasis and will establish both the activity and visual core of the neighborhood. Development along Camino del Norte at the northern edge of the Village may be more auto-oriented than the balance of the neighborhood. The Village Core Main Street connects the Village Green to the open space and canyon and uniquely links the urbanity of the Village to the countryside.

- The Village Green and Open Space:

The Village Green is the focus of the Village and the major public space that organizes the Plan. It consists of an open space area that is mostly passive with

occasional active use, such as running, playing ball and throwing frisbees. A civic setting is created which overlooks the canyon and adjacent open space. This area can be used for picnics, band concerts and other functions.

The Village Green also includes the extension of an existing canyon that provides a natural contrast to the manicured character of the Village Green. A walkway alongside the interior edge of the Village Green provides occasional seating areas with views to the canyon beyond. The Village Green extends to the south side of North Village Drive along Main Street, which allows space for public gatherings, outdoor cafes and extensive landscaping.

- Mixed-Use Core (Community Mixed-Use Core):

The Retail/Mixed-Use area adjacent to the Village Green will include vertical and horizontal mixed use. The ground level of the buildings in this area will be predominantly retail. The upper floors may house residential and some office uses. The area is pedestrian-oriented and is designed to be the activity center for the neighborhood.

- Residential:

The residential uses within the North Village are anticipated to be either in mixed-use, multifamily or small lot single-family configurations. In all cases, residential uses will follow the guidelines established herein and contribute to the overall mixed-use, compact, transit-oriented design concept of the Village.

- Employment:

The Employment use area is immediately adjacent to the Mixed-Use Center. It will allow retail office and/or employment uses. Those uses may be mixed either horizontally or vertically or developed on a block-by-block basis. This area also includes the Transit Center.

Employment uses are anticipated to be at higher-than-usual densities. This is to support the concept of a compact transit-oriented village. Development adjacent to Camino del Norte may be auto-oriented, but there should be pedestrian orientation on the internal street-facing sides.

- Education:

Education uses are indicated in two locations and are sited so as to provide optimal access and adequate land.

North Village Design

Development within the North Village, traveling west to east, transitions from exclusively residential uses to the Community Mixed-Use Core (MUC). This Community MUC is intended to be a portion of the greater compact community area, which extends out from the 4S Ranch and forms an integral part of the land use and circulation connection to I-15 and the Rancho Bernardo area. However, it is necessary that the Community MUC be able to function independently of the development proposed to the east of Subarea I.

The focus of the North Village is a mixed-use commercial, institutional and residential area with a strong pedestrian orientation, transit access and a number of plazas, public open spaces, pedestrian walkways and trails. Development becomes increasingly more intense as it moves toward the core area, which is the heart of the community.

Elements of the North Village Plan

The Village Green: The Village Green is the focus of the Village and the major public space that organizes the plan. Development intensities are highest in this area and are predominately mixed use in character with residential retail and service uses.

North Village Drive: The Village Green is connected to the balance of the core area through several streets, but North Village Drive is the major vehicular and pedestrian spine. North Village Drive is a tree-lined street with a clear and strong street edge promoting interaction between pedestrian and the many uses along its length.

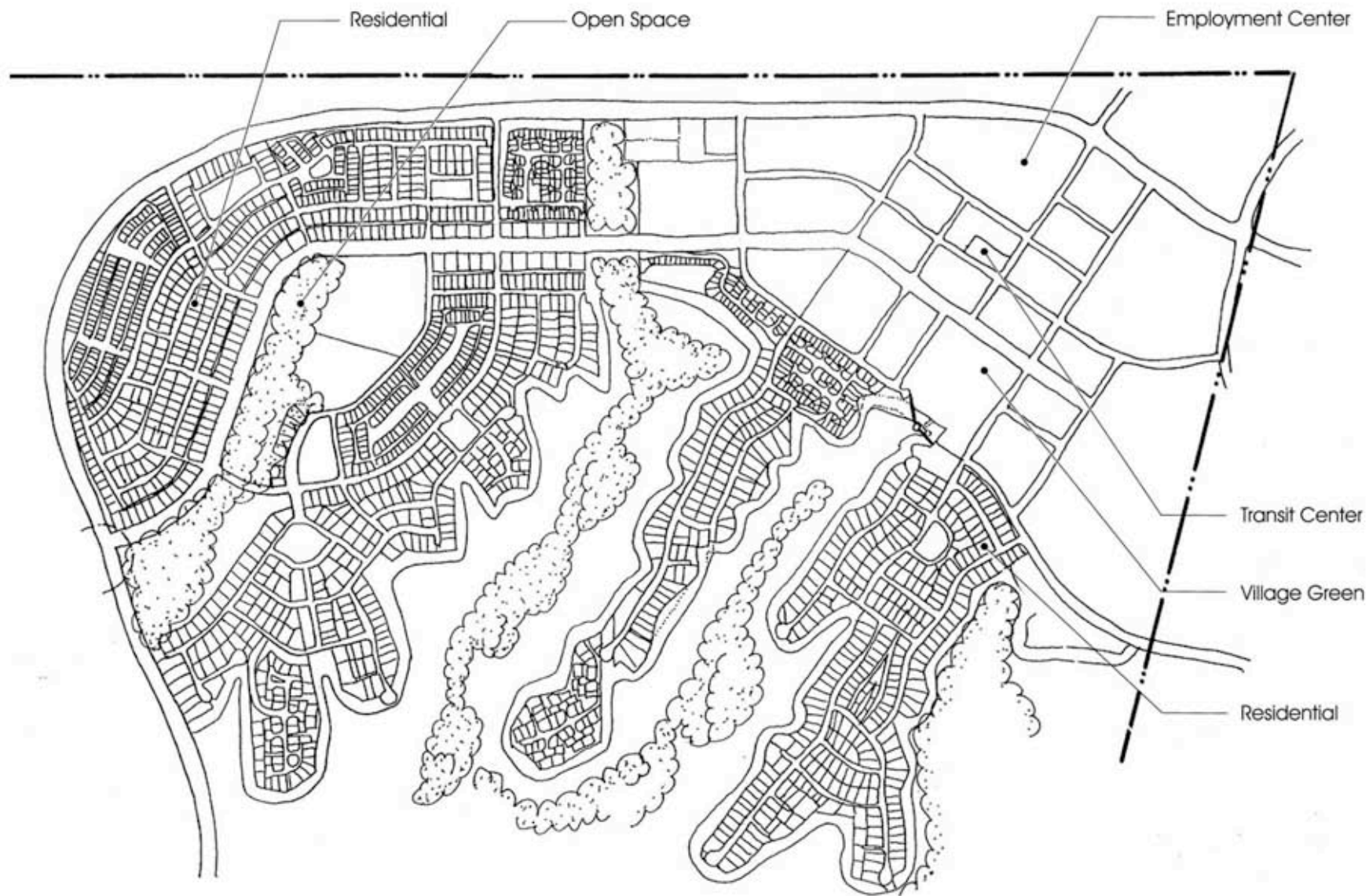
The Transit Center and The 2000 Foot Radius: At the core of the North Village is the Transit Center. This center combines all forms of transit including a shuttle bus that is planned to connect the Village to park and ride facilities along I-15. The 2000-foot radius from the transit center development will have an easy walking relationship to mass transit opportunities.

Open Space: The open space system within the North Village is comprised of the North Village Drive Promenade, the Village green and the naturalized areas to the West. This system will organize all land use through trails and an open space environment.

Public Uses: Schools and other public uses will be located within the North Village at locations that are convenient to pedestrians and other forms of low-impact transportation such as bicycles.

The Street Grid: The Community Mixed-Use Core will be organized with a grid or modified grid format similar to the traditional urban blocks.

The blocks will be of consistent dimensions within individual neighborhoods or areas to create parcels of a size that allows a fine-grained development pattern. Blocks will be 300 x 400 feet near the core but may be larger at the periphery of the core. The grid may be adjusted in response to topography, major design features or a shift in geometry of the land area.



North Village Example Plan
Black Mountain Ranch Subarea Plan

7.1
 FIGURE

The street system will emphasize connecting local streets and minimizing internal drives to avoid private enclaves. Limited private streets will be used primarily for service and parking access and not as an alternative to the public street system. These private streets will not be gated, will be accessible to the general public and will follow the same streetscape, pedestrian orientation and building frontage design principles as public streets.

More choices of alternative vehicular routes within the Core area will accommodate minimum street dimensions intended to make streets more intimate in scale. Smaller street sections will reduce street crossing dimensions and increase pedestrian safety. Slower design speeds will allow this reduced right-of-way width and help keep traffic moving slowly and safely.

Village Green Development Guidelines

The Village Green is the focal point of the Community MUC. It is a tree-shrouded central park with a green plaza for public gathering and display and contains central and radiating promenades for walking, fountains, sculpture and grass area for recreation and picnics.

Landscaping will include deciduous trees and shrubs to provide shade in the summer and sunlight in the winter. Bedding plants will be used to announce the various seasons of the year. Trellises and arbors will enclose pedestrian sitting areas. Fountains and water may be incorporated to block the sound of adjacent traffic. Canopy trees and grass areas surround this and create a central park atmosphere.

A landscaped pedestrian promenade runs throughout the Community MUC which links directly to the Village Green. This landscaped linkage forms a green spine for the Community MUC and connects uses.

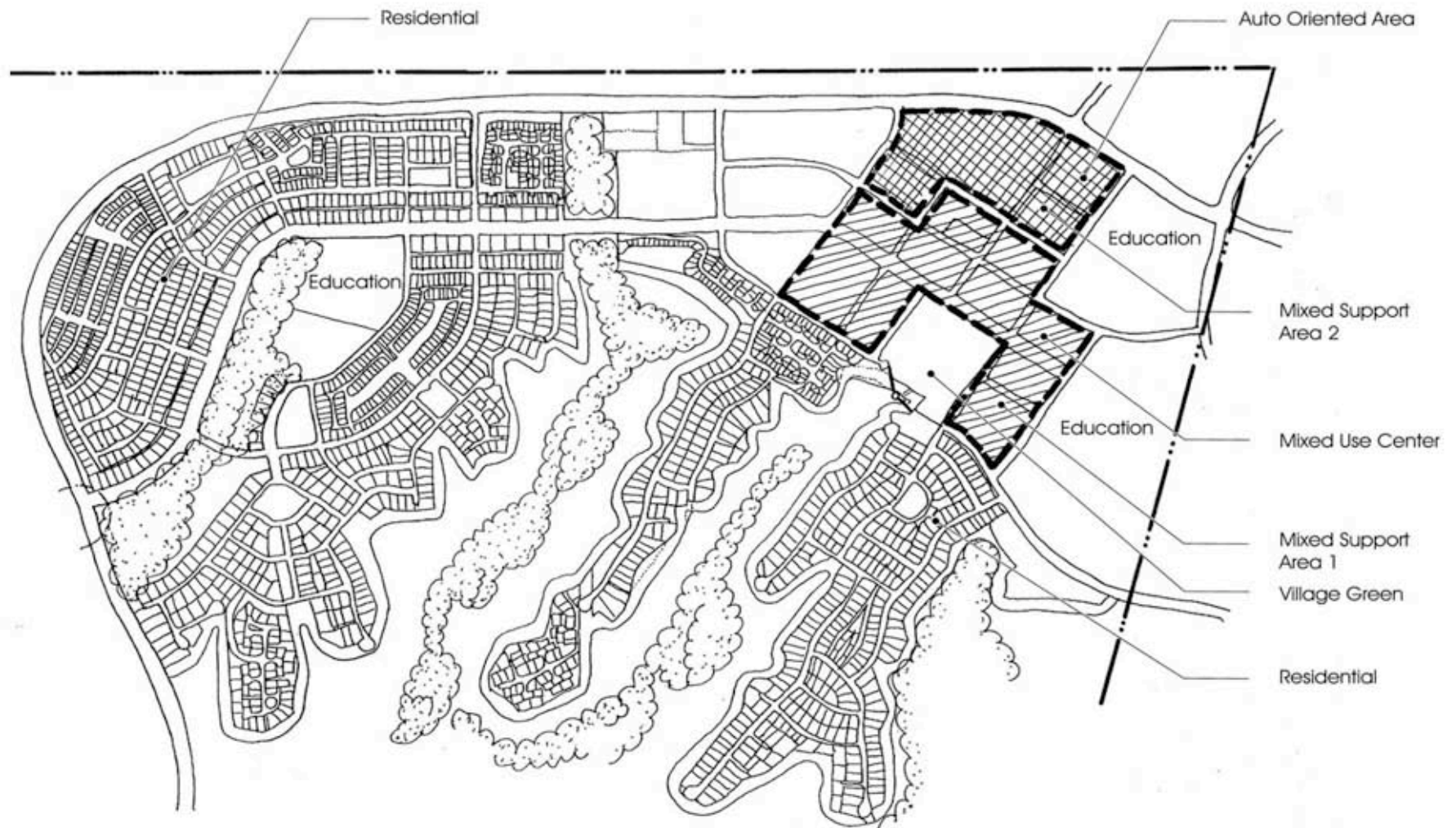
Building heights surrounding the Village Green will be 50 feet or more.

Residential areas adjacent to the Village Green will follow the same Mixed-Use Core Development Guidelines. They will include townhouses arranged in courtyards, townhouses facing the street and multifamily dwellings with courtyards and internal landscaped corridors.

Community Mixed-Use Core Development Guidelines

The Urban Village Overlay Zone shall apply to the North Village and be the guiding development standard for the mixed-use core and support areas. See **Figure 7.2**.

A combination of commercial and residential use surrounds the Village Green and includes pedestrian-oriented retail shops and commercial services with multifamily courtyard residences, attached townhouses, senior housing and other residential dwellings above and surrounding the Village Green. A minimum of 25 percent of total square footage of the mixed-use core surrounding the Village Green shall be contained in a vertical mixed-use configuration.



North Village Community Core Concept

Black Mountain Ranch Subarea Plan

7.2

FIGURE

This will create a more balanced pattern of street activity during different times of the day, evening and weekends, and will also reduce parking demand by balancing the peak use periods associated with different activities. A diversity of the range of housing will provide above-average cost as well as affordable residential units to individuals of different income ranges.

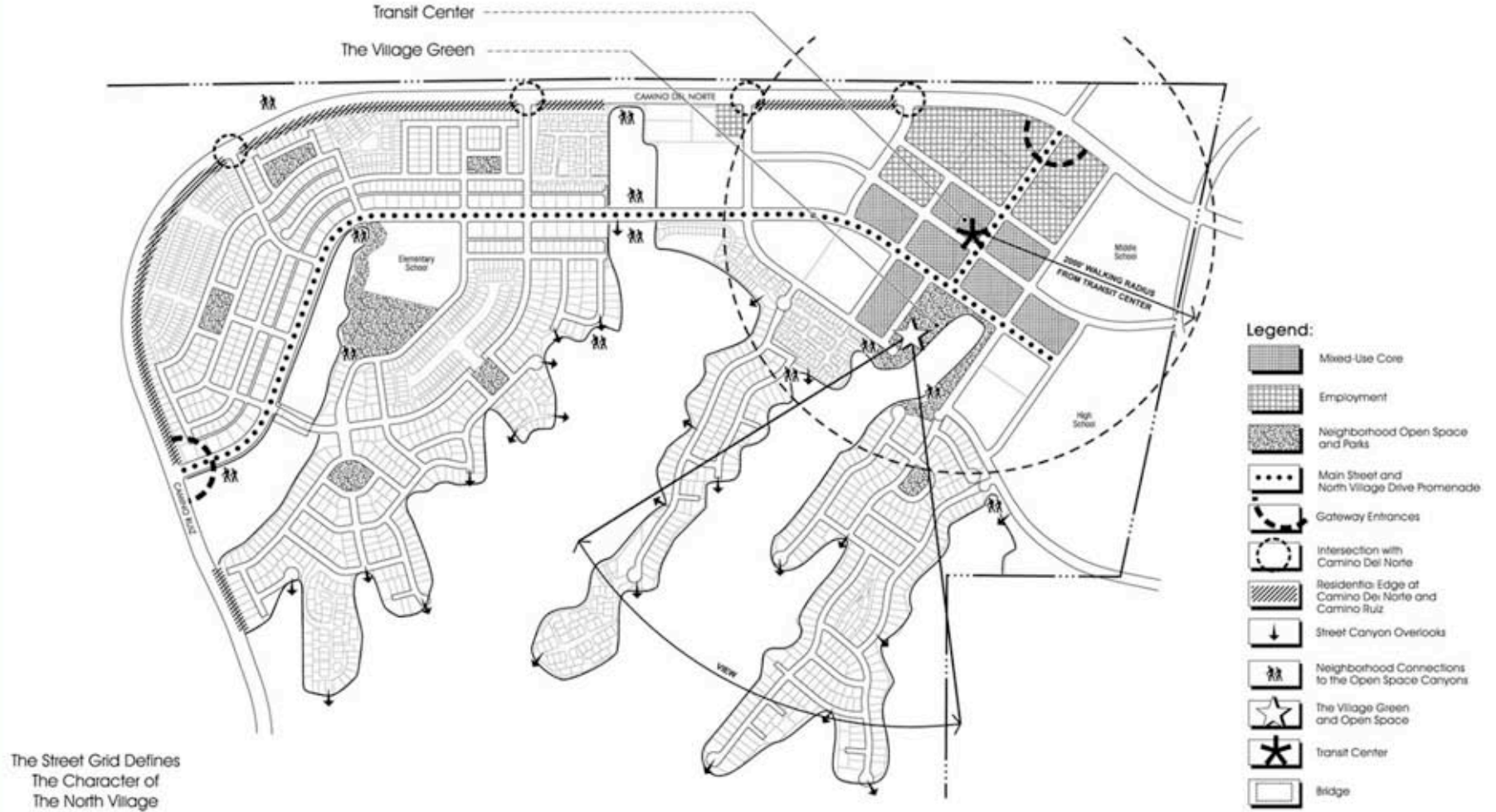
Support Area Development Guidelines

Within the Community Mixed-Use Core are areas intended for residential, office, supporting retail and major employment or institutional uses. Included are the mixed-use support areas to the east of the core. Also included are the employment center and the Middle and Senior High School sites. These areas are strategically situated to provide an architectural and pedestrian connection between the core and the overall community that will extend into the adjacent 4S Ranch.

The residential area is designated primarily for higher-density residential use. Additional or alternative uses for this area include a special satellite campus community college, a health care facility, other major institutional uses of light industrial, office or commercial uses.

The integrated relationship between the community core and the adjacent areas will be accomplished by the following design standards:

- Building facades, massing and height will complement adjacent development.
- Pedestrian and bicycle access from the entire North Village will focus on a primary terminus at the Transit Center. At the same time walkways, trails and bikeways will interconnect activity centers including the schools, employment center, mixed-use retail area and core residential area.
- Proposed commercial uses will be planned as part of development in the mixed-use core, to complement that development and to be built after the mixed-use core is constructed.
- Housing will transition as it radiates out from the Core and the Village Green, especially westerly where densities, type and style will be compatible with development outside the community MUC. Residential development will be one and two stories, with third stories permitted.
- Residential development will include conventional and small lot single-family dwellings, townhouses facing the street, townhouses arranged in courtyards, duplex and triplex dwellings integrated with single-family dwellings, second units, apartments and condominium units. All developments over eight units per net acre will have alleys.
- A grid or modified grid street system will be incorporated as the organizing framework for the area.



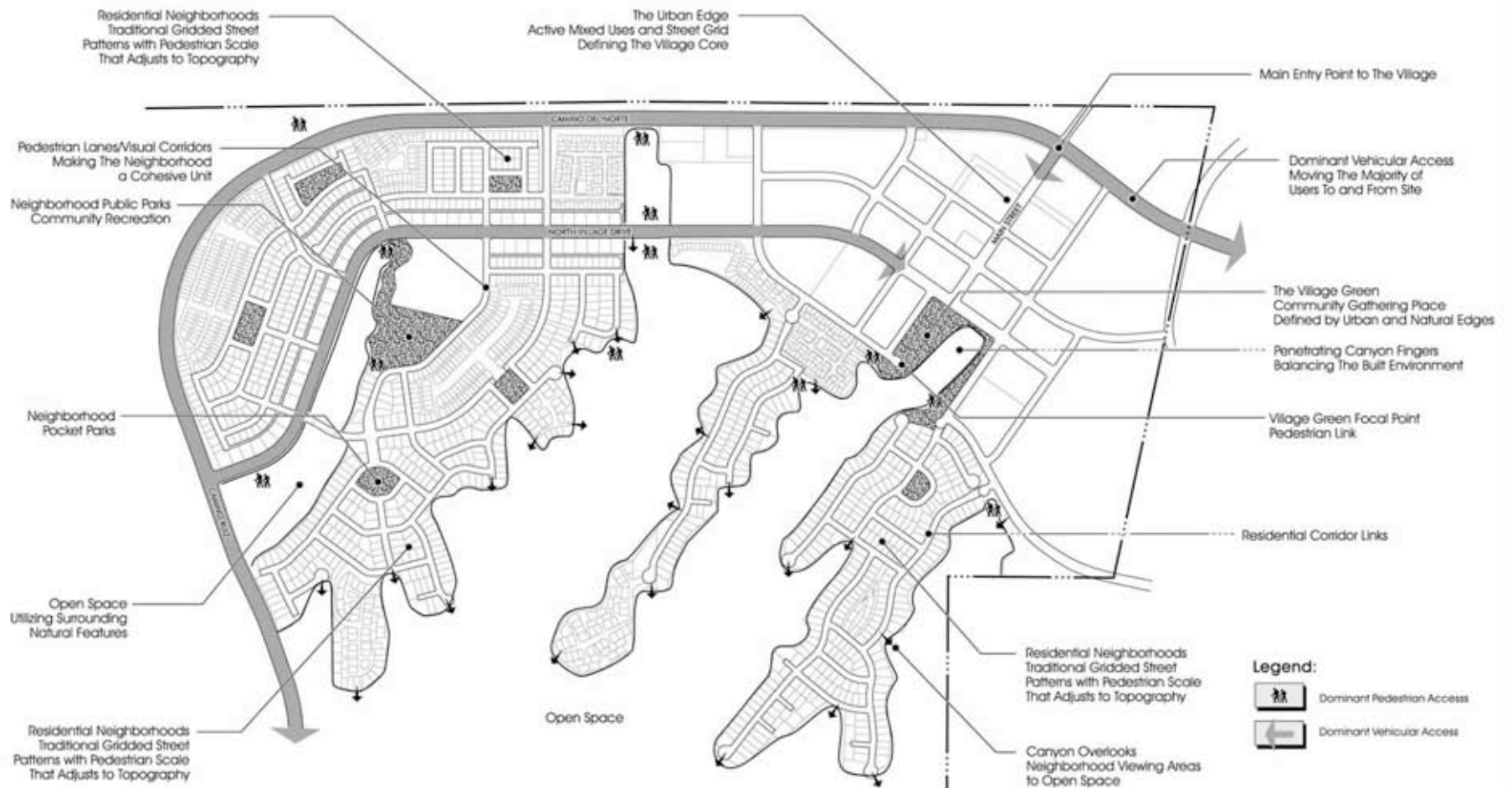
North Village Urban Design Plan

Black Mountain Ranch Subarea Plan

7.3

FIGURE



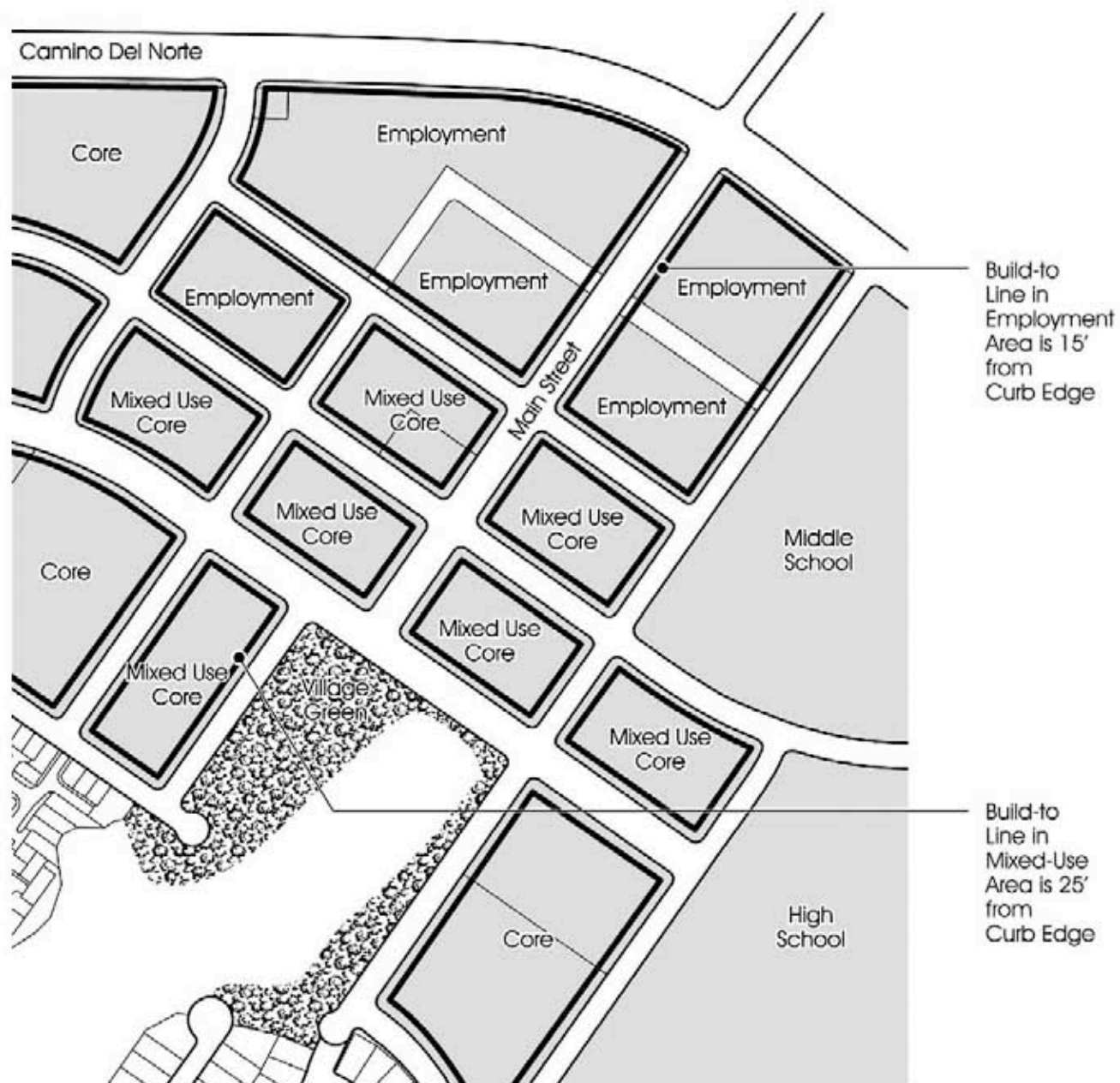


North Village Organizing Elements

Black Mountain Ranch Subarea Plan

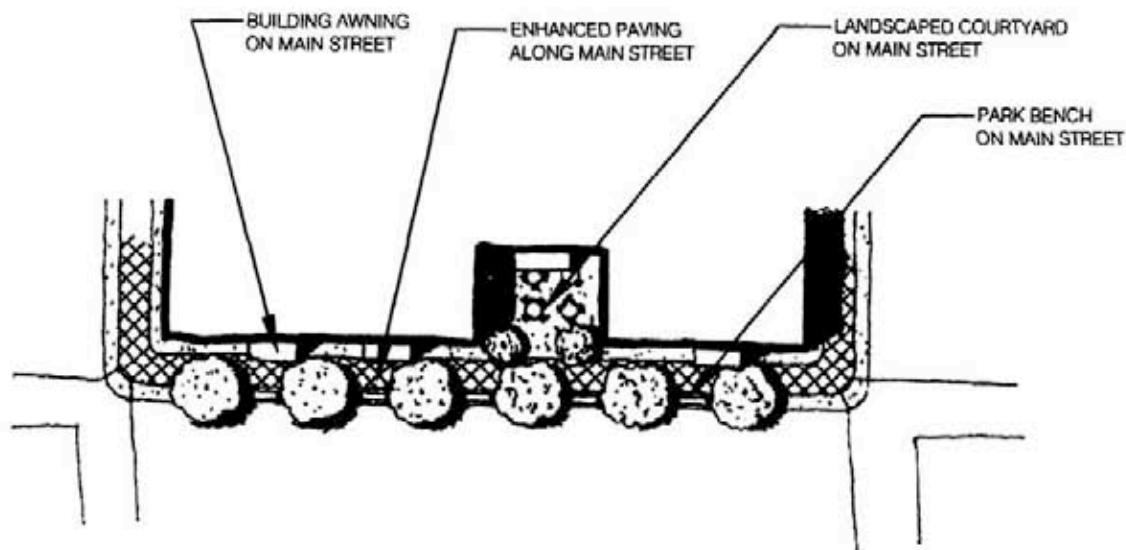
7.4

FIGURE

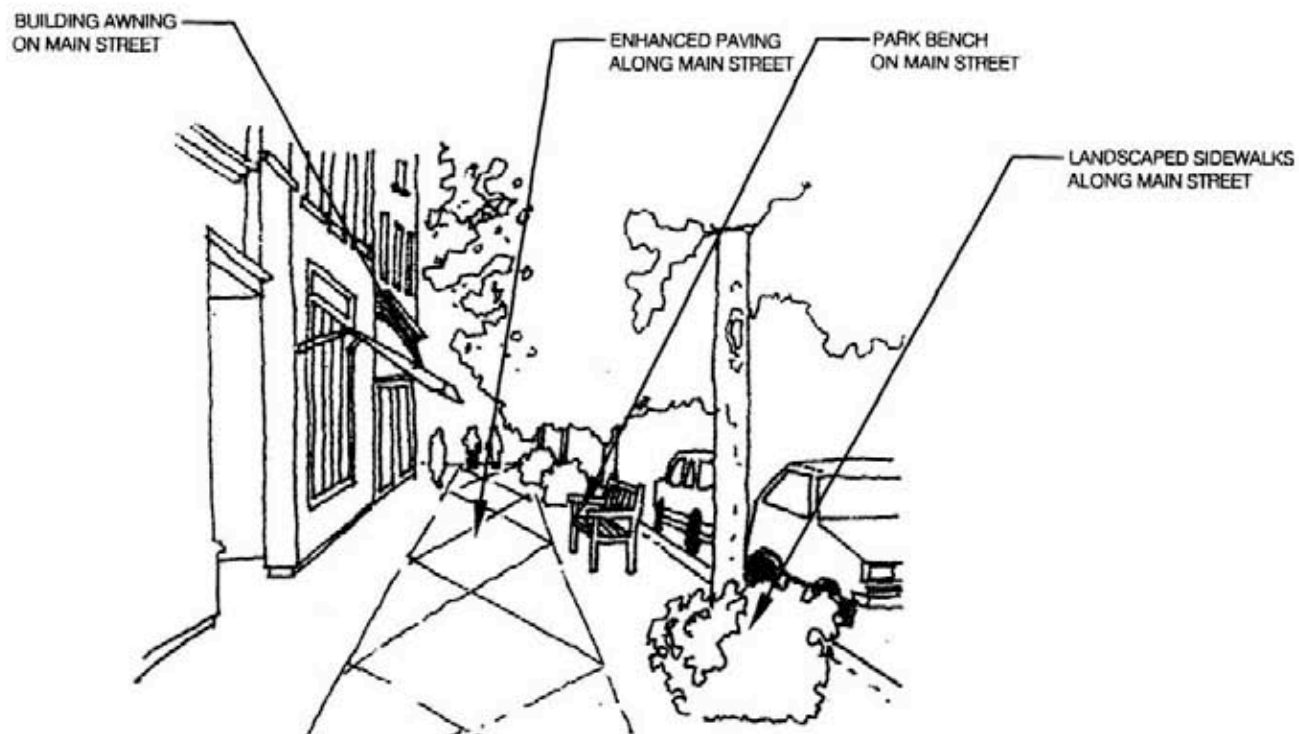


North Village Build-to Concept
Black Mountain Ranch Subarea Plan

7.5
 FIGURE



CHARACTER SKETCH DEPICTING THE PEDESTRIAN NATURE OF NORTH VILLAGE DRIVE IN THE VILLAGE CORE



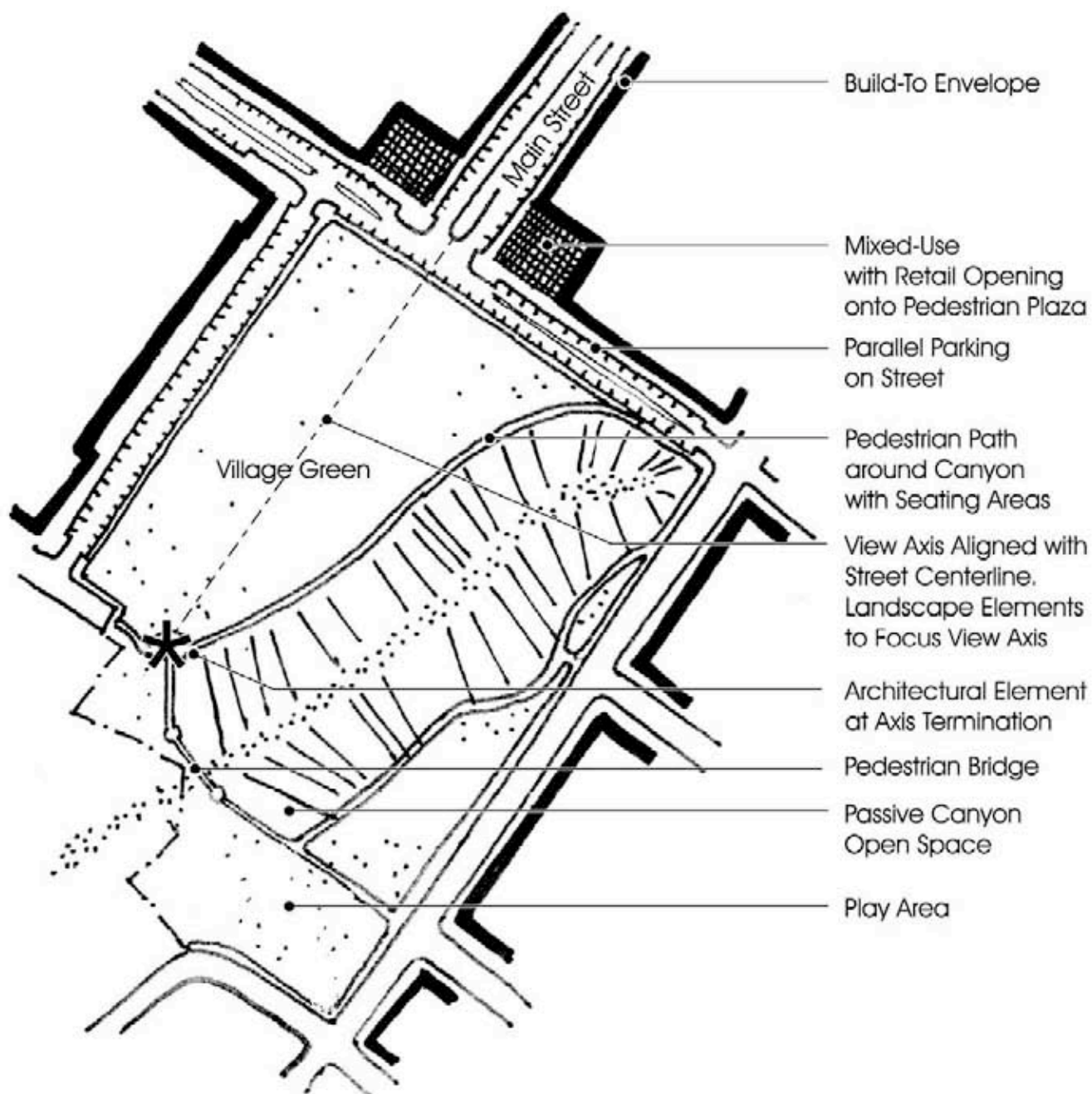
CHARACTER SKETCH DEPICTING THE PEDESTRIAN NATURE OF NORTH VILLAGE DRIVE IN THE VILLAGE CORE



North Village Promenade

Black Mountain Ranch Subarea Plan

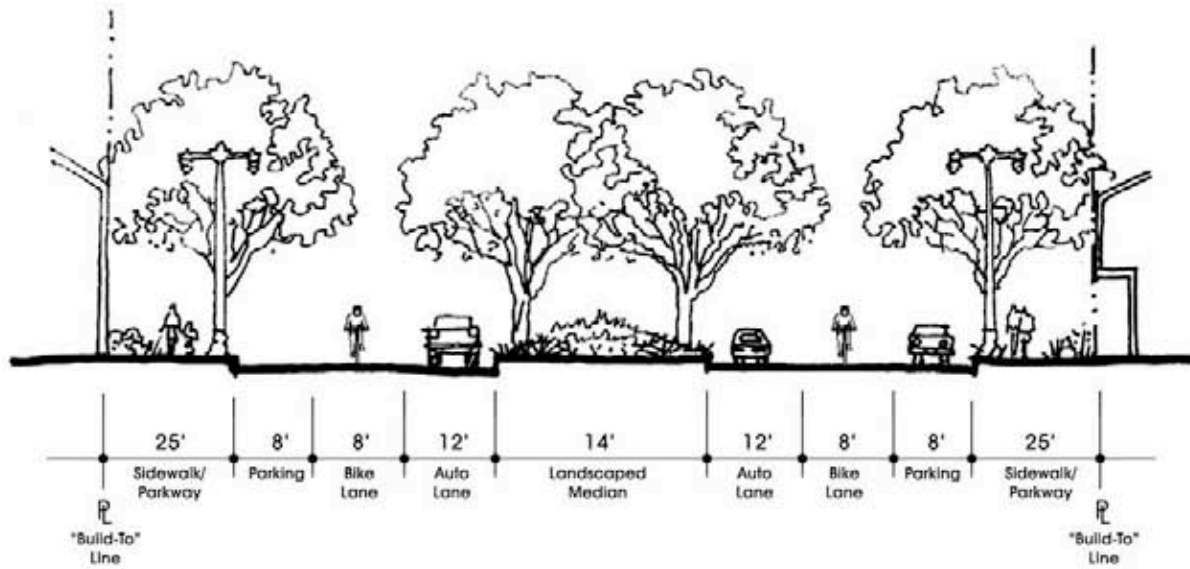
7.6
FIGURE



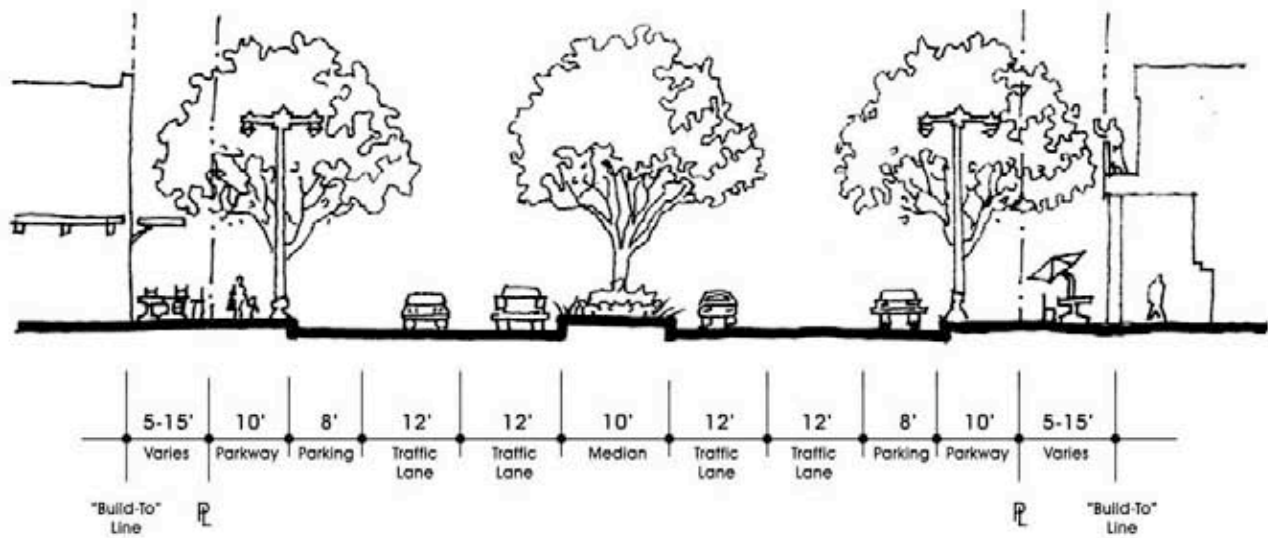
North Village Village Green
Black Mountain Ranch Subarea Plan

7.7
 FIGURE





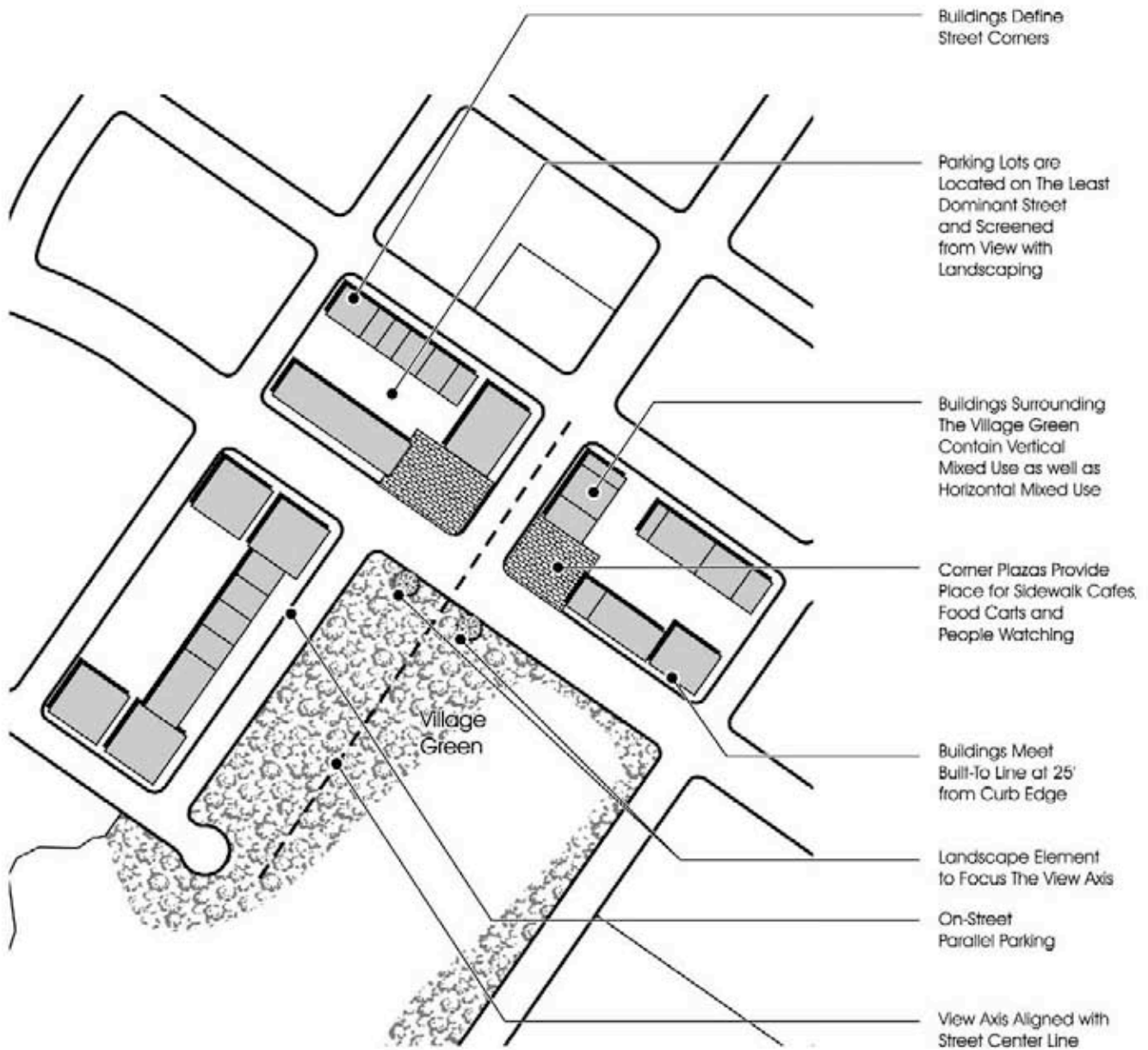
Cross Section
North Village Drive
Village Core



Cross Section
Main Street

Not To Scale

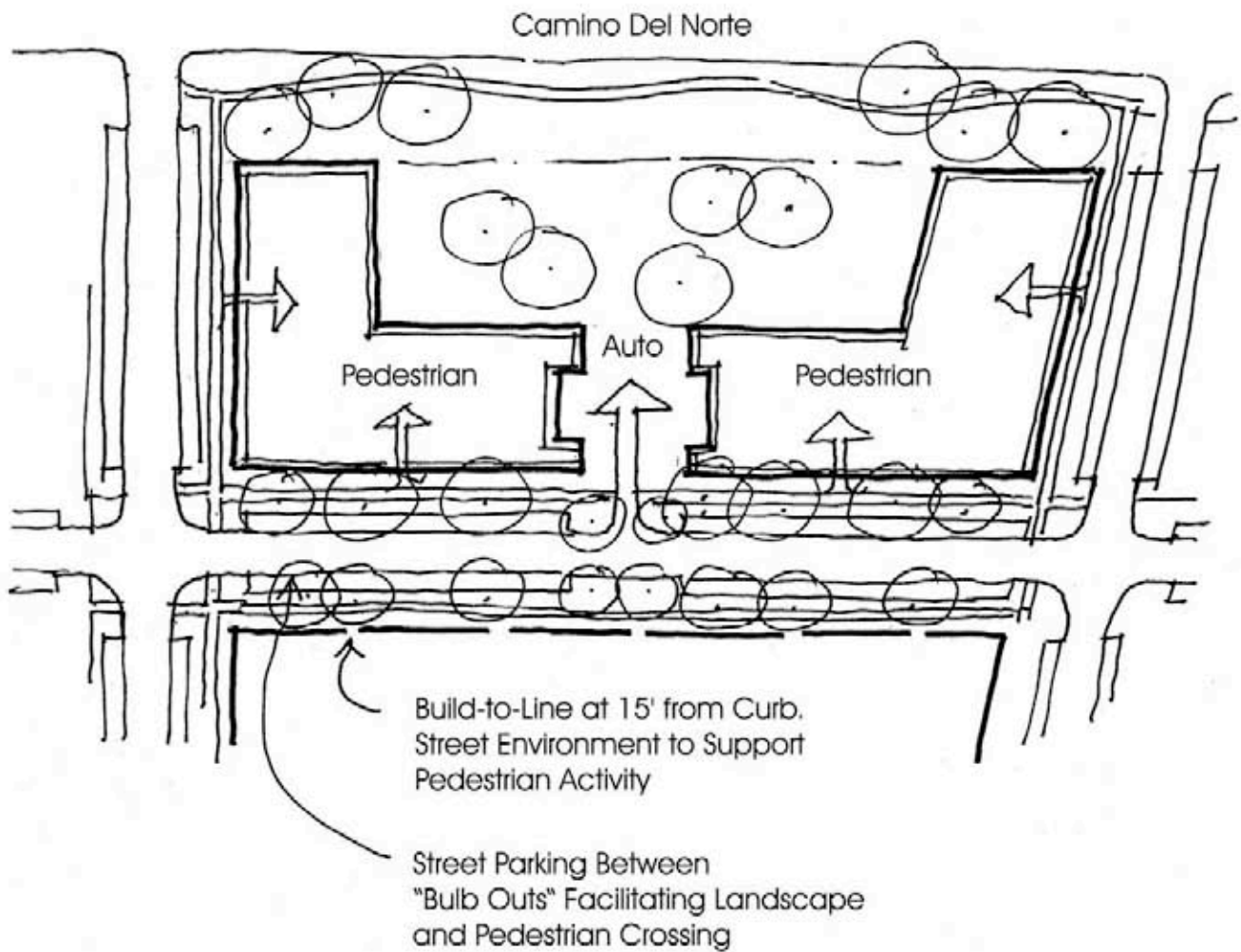




North Village Mixed-Use Concept
Black Mountain Ranch Subarea Plan

7.9
FIGURE

Auto Orientation on Camino Del Norte

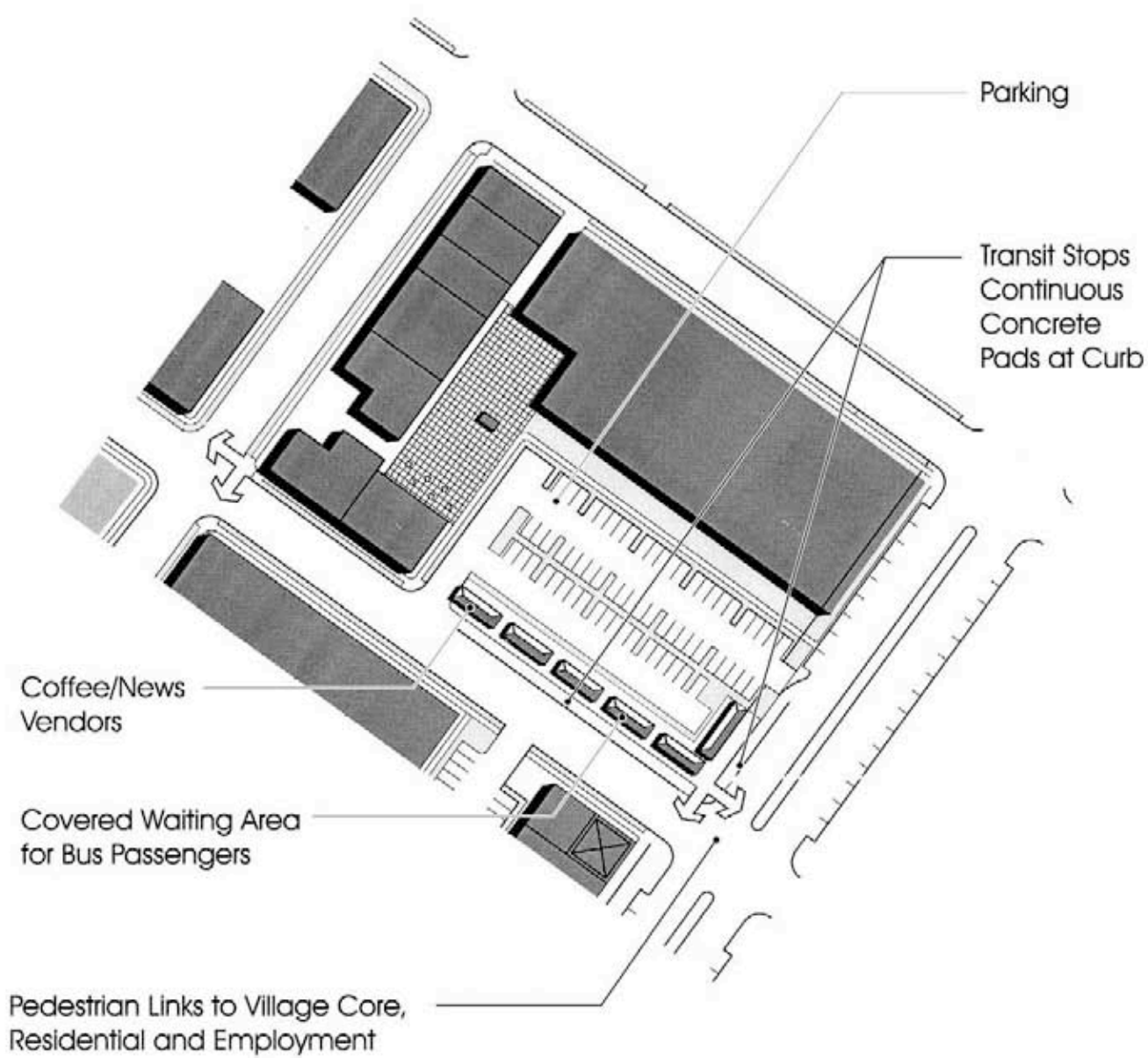


North Village Employment Center Street Edge

Black Mountain Ranch Subarea Plan

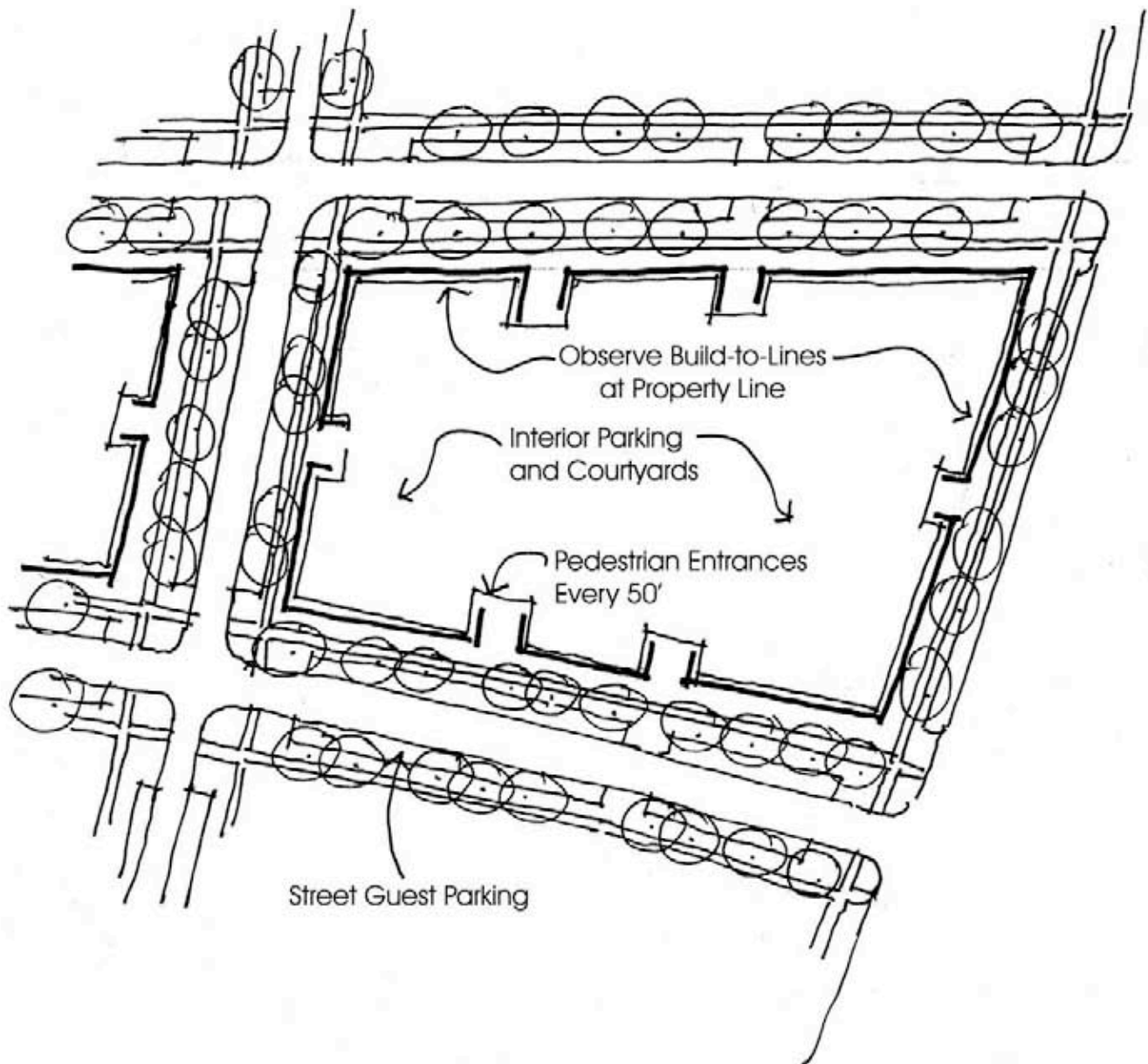
7.10

FIGURE



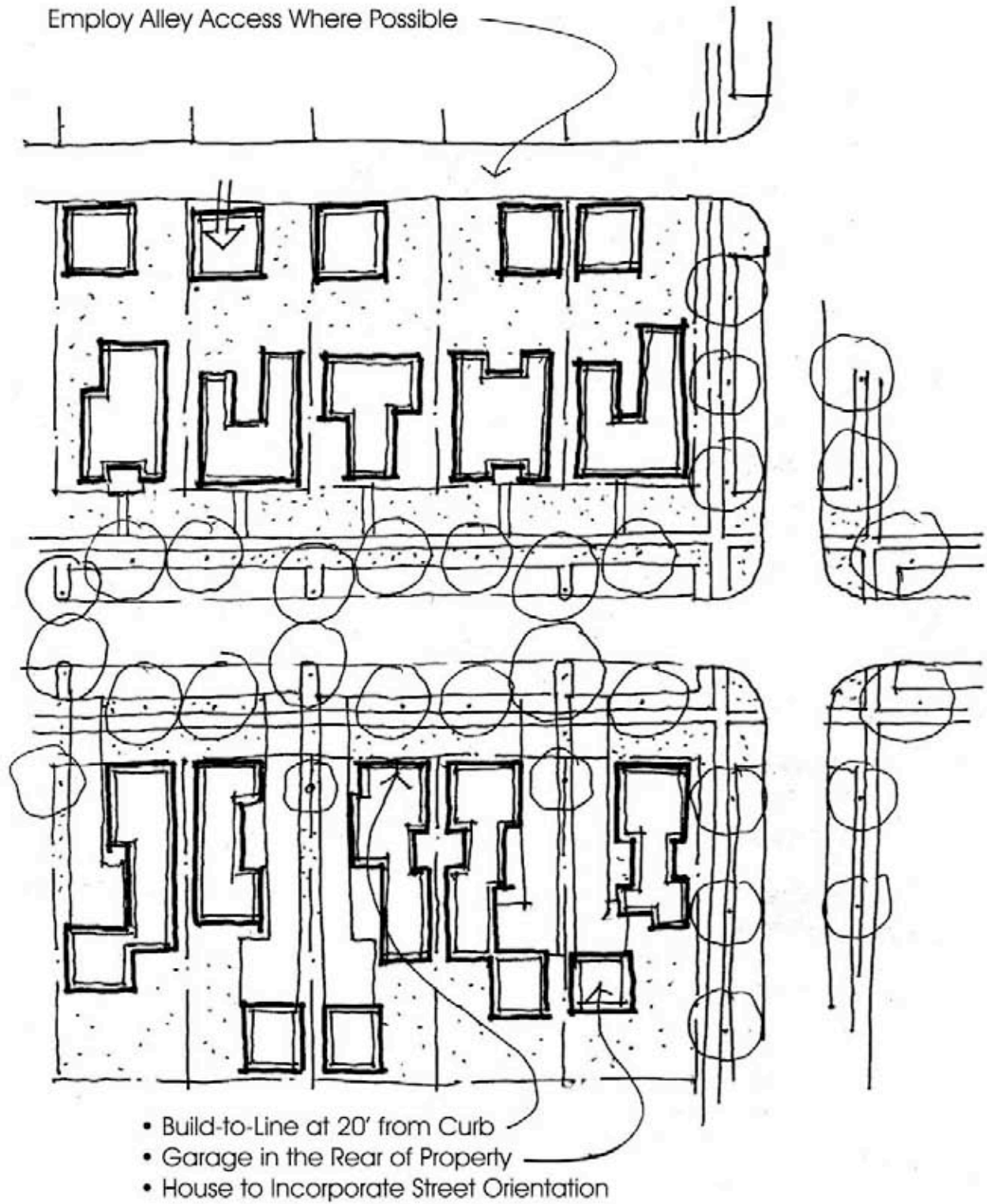
North Village Transit Center
Black Mountain Ranch Subarea Plan

7.11
FIGURE



North Village Multifamily Residential **7.12**
Black Mountain Ranch Subarea Plan **FIGURE**

Employ Alley Access Where Possible



North Village Typical Residential
Black Mountain Ranch Subarea Plan

7.13
FIGURE

West End Residential Development Guidelines

Residential Development Guidelines—The area adjacent to the mixed-use center in the Village Core will be a mixed-density residential area. Housing density generally decreases in relation to its proximity to the mixed-use center although pockets of higher-density may be scattered throughout the area. Residential design will follow the same standards described for residential in the Village Core, as well as the following:

- Unit types will include single-family dwellings on small lots (garage in the rear encouraged), single-family dwellings on conventional lots (garage in rear encouraged), townhouses facing the street, townhouses arranged in courtyards, duplex and triplex dwellings and apartment and condominium units.
- Pedestrian design emphasis will key off the character of the linear open space corridor, including links between residential areas and the hiking/biking/equestrian trail.
- The street system will be a grid or modified grid and serve as the organizing framework for the area.

A.2 THE SOUTH VILLAGE

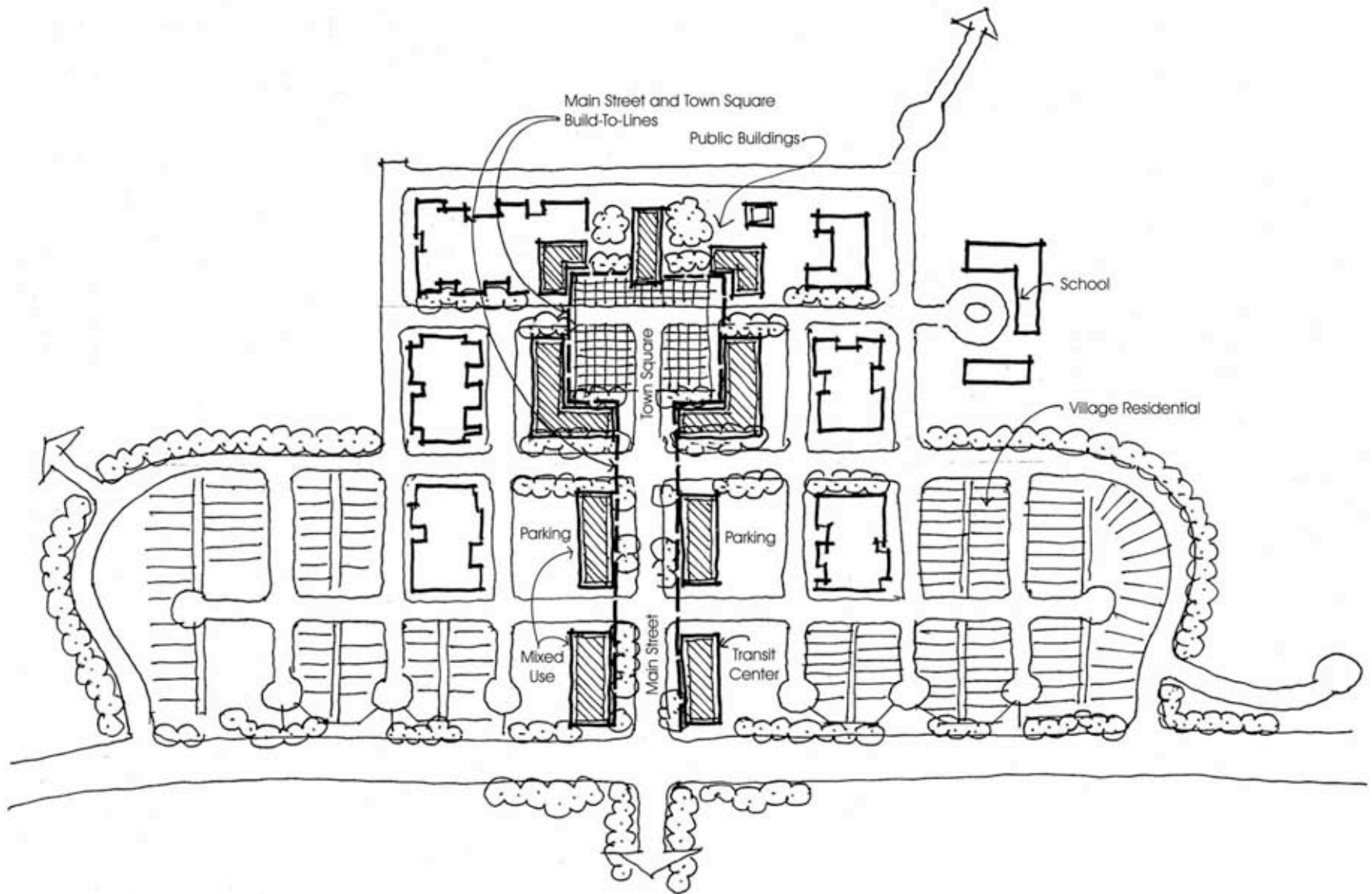
The South Village will be the central focus for development in the southern portion of the planning area. Its design is based on traditional town planning principles and has an overall theme of a small country town with a central core, walkable tree-lined streets and quiet residential areas. When built out it will provide a strong sense of place within Black Mountain Ranch.

The South Village includes, in addition to the residential neighborhood, a variety of public facilities and public spaces and emphasizes pedestrian activity and transit use. A small transit center with shelter, bike lockers and vehicle parking establishes a focus for transit service. The physical character of the South Village will be defined by a variety of architectural styles and housing types related to each other, not by a uniform theme but, by the layout of streets, the streetscape and landscaping, and by the height, bulk and scale of the collective buildings.

South Village Design

The South Village will have three distinct, but integrated areas; a mixed-use Town Square public open space including a central public plaza with mixed-use and public facilities, Main Street and a peripheral area where residential uses predominate.

The Town Square will be the visual and activity focus of the South Village and will incorporate neighborhood-scale residential dwellings on the second level above the retail uses. There will be a combination of multifamily dwellings and bungalow-style single-family detached housing on small lots peripheral to the core area. The densest residential units will be close in, with density decreasing as development moves away from the square.



South Village Concept Plan **7.14**
Black Mountain Ranch Subarea Plan **FIGURE**

Forming the Town Square is a commercial and residential area. The ground floor will be solely retail and office uses with residential or offices located on the upper floors. This massing should be interrupted by towers to articulate entries or visually prominent structures. The highest point of the core will be a tower or work of public art.

Main Street is the street leading to the Town Square from Camino Ruiz. This street shall be a retail and service focus for the Village with on-street parking, retail entrances, street trees, sidewalk cafes and other urban design details to create a traditional village commercial street.

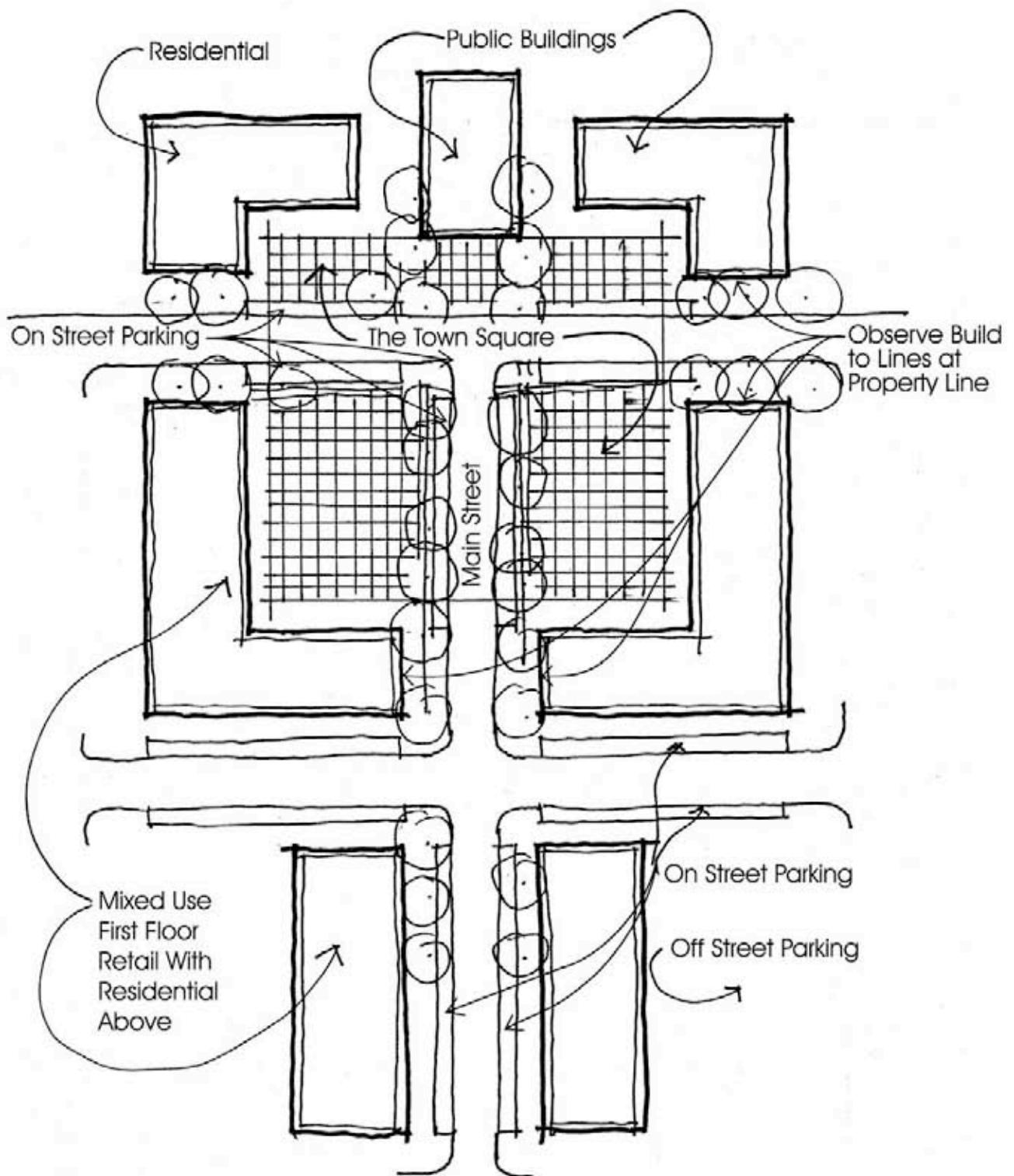
The residential neighborhood surrounding the Town Square and Main Street will be based on the traditional grid street organization with an emphasis on giving life to the streets through “front door” activity supported by porches, entries and windows. Tree-lined streets with active sidewalks enlivened by architectural design define the traditional compact residential neighborhood.

South Village Development Guidelines

As appropriate, the South Village will follow the same design guidelines as required in the North Village. The organizing concept for the Village is the traditional grid system of streets and pedestrian circulation. The application of the 200-foot x 400-foot street grid concept and the principles of the Street Grid described for the North Village will apply to the South Village.

Standards specific to the South Village include:

- The build-to-line illustrated on the concept plan locates the street edge of the buildings that form the Main Street and the Town Square.
- Pedestrian activity and 50 percent building transparency will be the guiding principle for the design of the buildings that form the Town Square and Main Street.
- Residential design shall include the principles of front door to the street design which incorporates entrances, porches and other architectural elements that support the compact community and pedestrian-oriented design principles.



South Village Main Street and Town Square

Black Mountain Ranch Subarea Plan

7.15
FIGURE

A.3 THE RESORT HOTEL

The Resort Hotel has the multifunctional role of providing the necessary lodging facilities for major tournament golf events, the tennis center, daily resort use of the 18-hole golf course, a destination point for people using the La Jolla Valley Preserve and Recreation Areas trail system and, finally, as an architectural landmark providing a recreation-oriented focus for the entire subarea.

Because of its location at the intersection of the scenic La Jolla Valley and the major thoroughfare Camino Ruiz, the resort hotel will be highly visible to motorists as well as hikers, bicyclists and adjacent property owners.

It is a destination resort of limited height, with different elements at three, four and five stories, nestled into the lower lying area of the La Jolla Valley Preserve and Recreation Area east of Camino Ruiz. Resort facilities will be oriented primarily to the golf course and secondarily to tennis facilities.

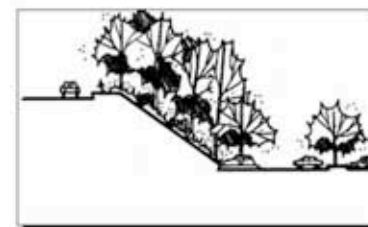
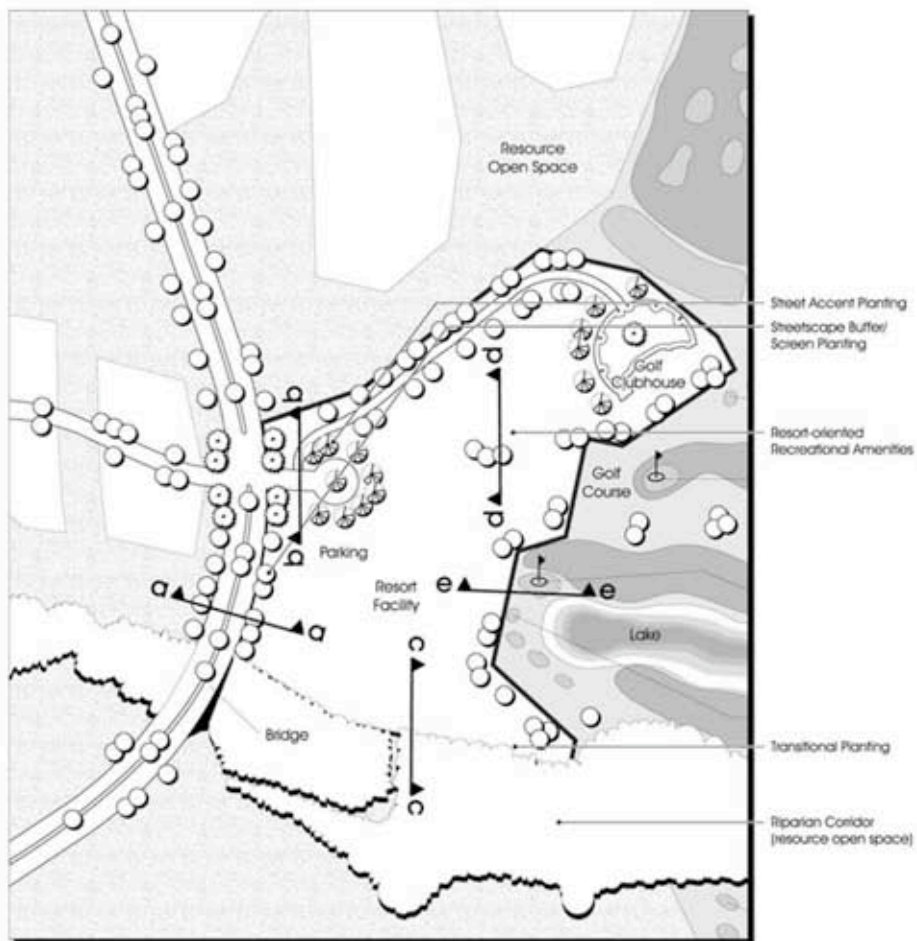
Resort Development Guidelines

The design objective is to fit the resort development into the La Jolla Valley open space system as a landmark in the tradition of the hotels and lodges developed for the National Park system in the 1920s.

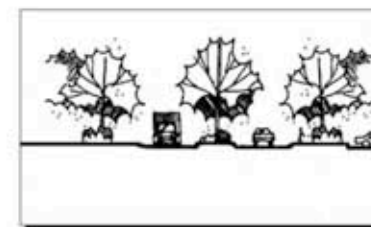
- Landscaping within the hotel resort will transition from unaltered open space to naturalized golf course to an increasingly ornamental plant palette towards the center of the resort.
- Walls and fences will be used sparingly within the resort hotel and will be designed as an architectural extension of the buildings. Their primary function will be to screen undesirable views, create privacy, separate uses and retain earth.
- Signage will adhere to the same design guidelines as described for the North Village.
- Structures will be designed to fit the natural landform. Any altered landform will closely imitate the pre-existing surrounding area.
- Parking areas and garages will be integrated into the resort architecture to minimize grading and overall site coverage.

A.4 RESIDENTIAL CLUSTERS

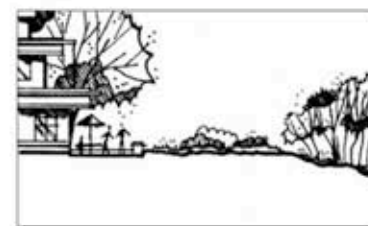
Subarea I includes 515 acres of Perimeter Properties outside the Black Mountain Ranch ownership and designated various levels of residential density. These privately held lands are located principally in the central to southern portions of the subarea, always at the perimeter of Subarea I. Within the Black Mountain Ranch ownership, but outside of the Village and Resort areas, are several areas designated for low-intensity residential use which are identified as the BMR North Clusters.



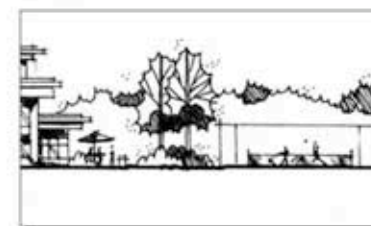
a-a



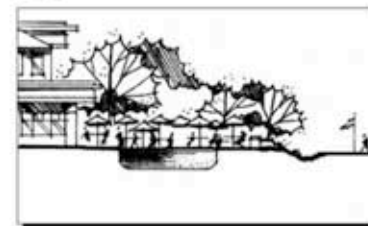
b-b



c-c



d-d



e-e



Resort Landscape Concept 7.16

Black Mountain Ranch Subarea Plan

FIGURE

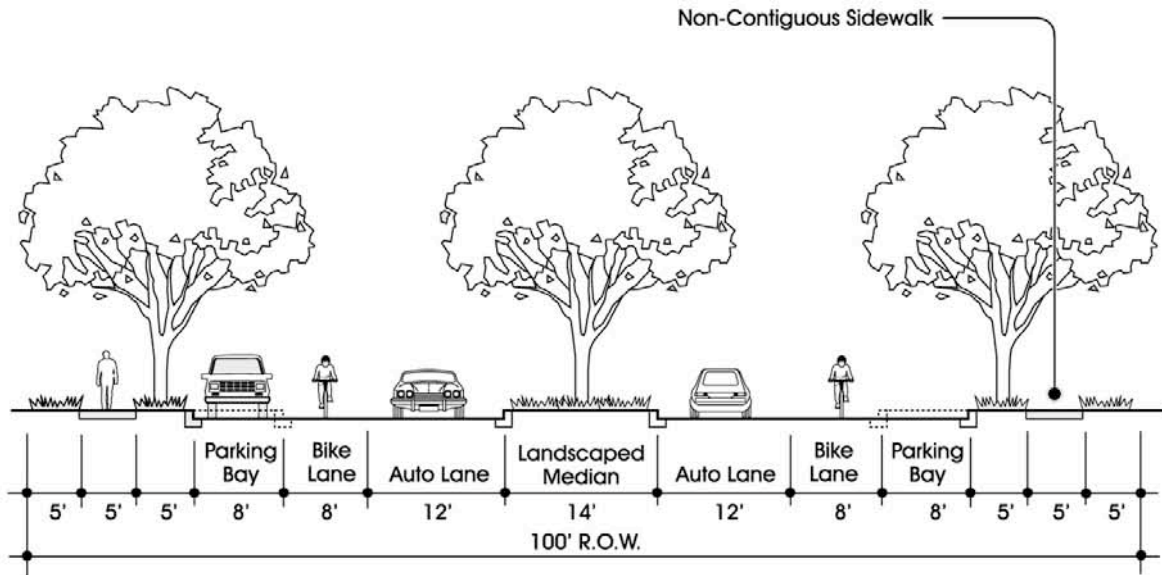
All Perimeter Properties and the BMR North Clusters will be required to adopt the Design Guidelines approved for the BMR VTM/PRD or required to develop independent design guidelines conforming to the Framework Plan, this Subarea I Plan, and compatible with the BMR VTM/PRD Design Guidelines. Parcel E, because of its higher-density designation and location overlooking La Jolla Valley, shall be subject to the same design guideline conditions described above, as well as those described for the West End Residential in the North Village.

Residential Cluster Development Guidelines

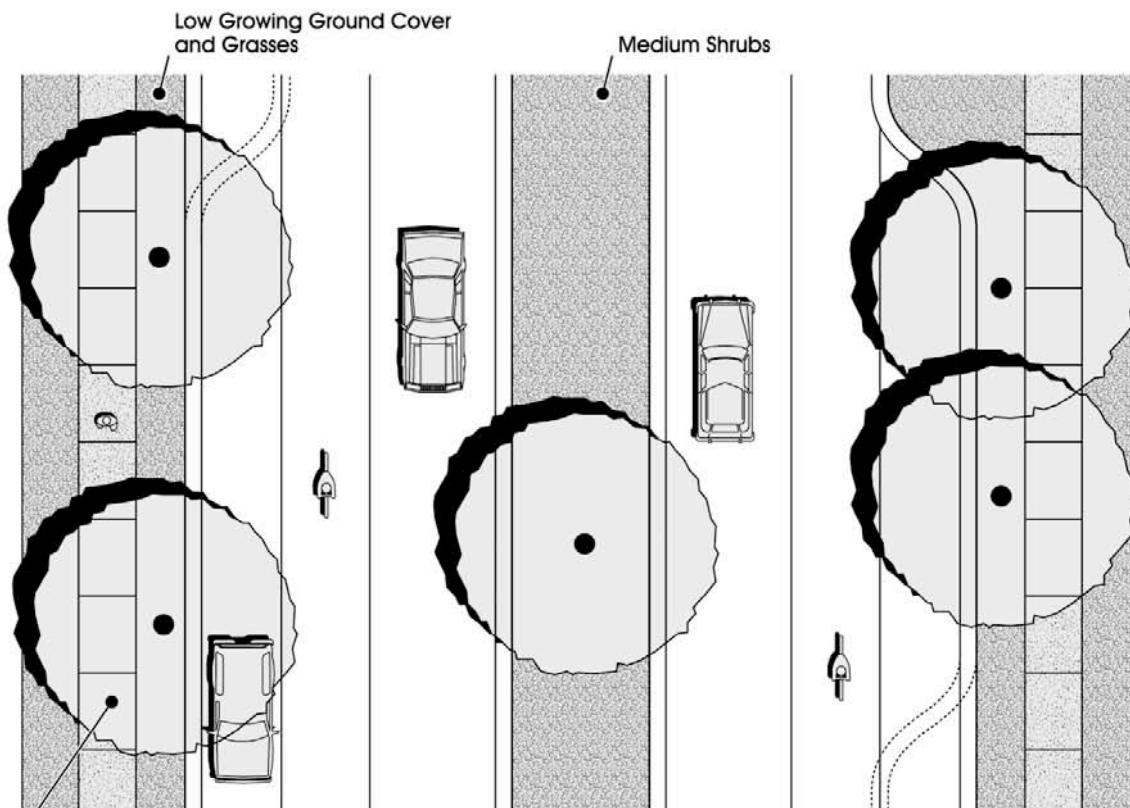
Development of the Residential Clusters within the Subarea shall be compatible with the substantial open space system which surrounds them and the previously approved residential uses which are adjacent to them. Guidelines for these areas include:

All Residential Cluster developments will be required to adopt a Design Guideline as part of their implementing discretionary review which is consistent with the Black Mountain Ranch VTM/PRD Design Guidelines and this Subarea Plan.

- All Residential Cluster developments visible from the San Dieguito River Park Focused Planning Area shall include provisions in their design similar to those contained in the Black Mountain Ranch VTM/PRD Design Guidelines to minimize visual impacts on users of the park trail system.
- Residential development will minimize impacts to natural habitat and natural landform consistent with the MHPA and resource protection provisions of the Land Development Code.
- Street systems will be interconnected to provide alternative travel routes.
- Street lane widths, design speeds and number of lanes will be minimized to the extent possible without compromising auto safety, on-street parking or bike access.
- Residential garages will be configured to reduce the visual impact of the auto and to line the street with active features.
- Building facades will be articulated to define scale. In no case will a building facade consist of an unarticulated blank wall or an unbroken series of garage doors.
- Pedestrian and bike systems will be interconnected to provide alternative access and circulation within and between neighborhoods.
- Neighborhood identity programs will be developed utilizing architectural, landscape, street furniture and signage themes as appropriate. These programs may include focal points such as community buildings, mini parks, monuments, viewpoints and unique landscapes to help establish neighborhood identity.



Cross Section



Plan View



North Village Drive Promenade Streetscape Concept

Black Mountain Ranch Subarea Plan

7.17

FIGURE

B. COMMON DESIGN ELEMENTS

B.1 STREETS AND CIRCULATION

The street system in Black Mountain Ranch is one of the organizing elements, along with the natural topography and built environment that determines the community urban form.

Local and connector streets will be designed so that lane widths, design speeds, number of travel lanes and curb returns are kept to a minimum, without compromising vehicular safety, in order to provide space for landscaping, bicycle access and/or street parking.

Within the Villages the street system will be a grid or modified grid system. This will slow traffic, provide multiple access ways and create a safer, more comfortable pedestrian and bicycle environment.

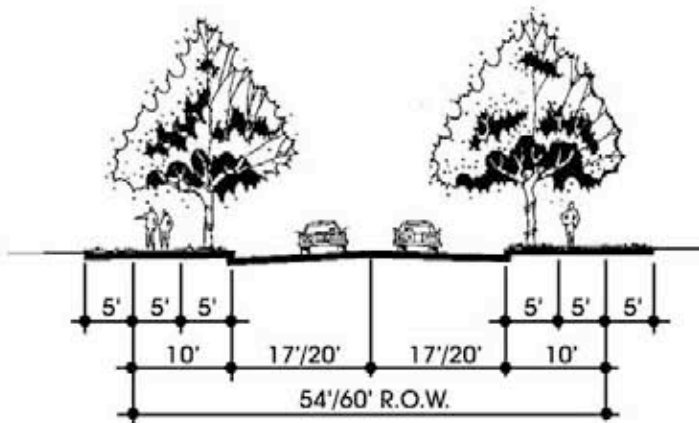
Street Design Standards

Collector Streets

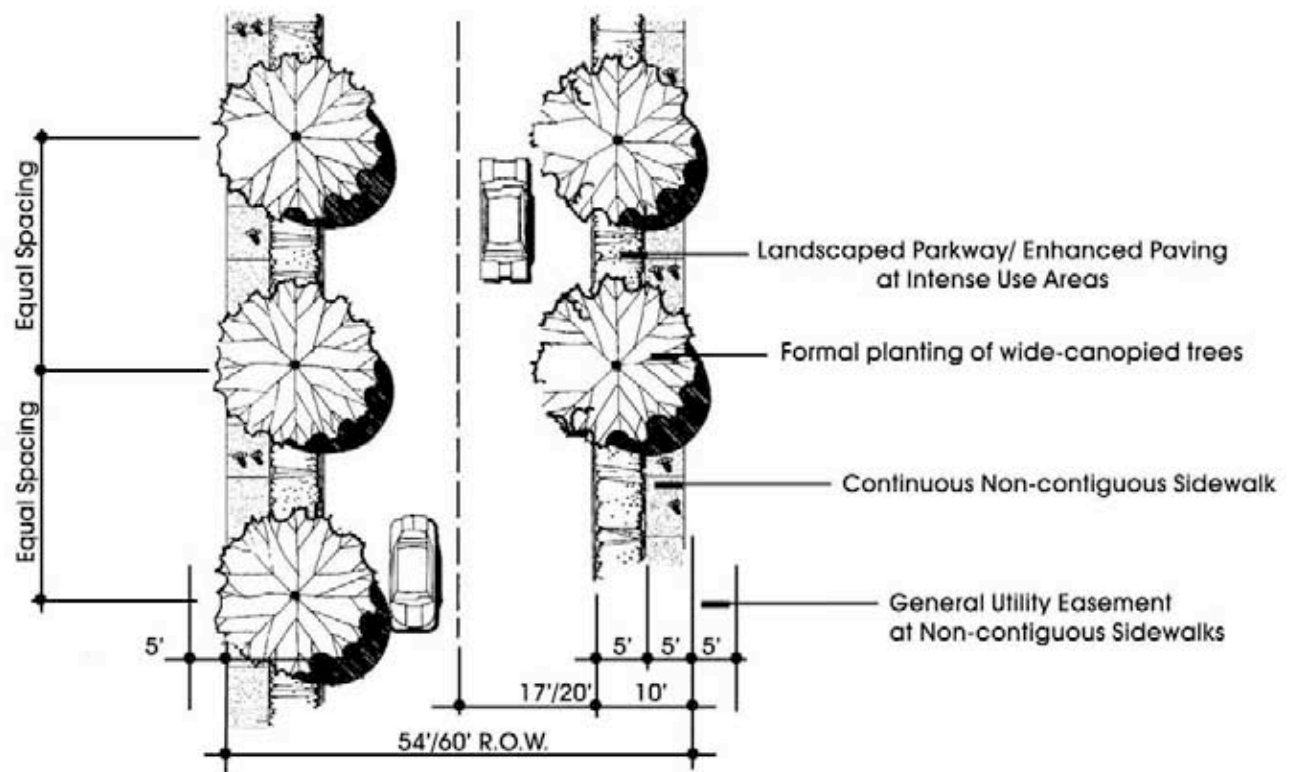
- Collector streets will link the surrounding major thoroughfares within the Core Commercial/Core Residential Areas and Mixed Use Residential Areas.
- The network of collectors will provide frequent, alternative paths throughout neighborhoods and thereby distribute traffic volumes over more routes. They will carry a moderate level of local traffic compatible with bicycle and foot traffic.
- Off-street parking will be provided.
- Solely residential uses will not front directly on collectors.
- Collectors will include Class III bikeways where cyclists share the travel lanes.
- Driveway cuts will be minimized.

Collector Street Promenades

- Collector Streets will serve to tie together the plazas of the North Village and the perimeter thoroughfare streets.
- The average width of the parkways separating the walkways from the street curb will equal the sidewalk width. The minimum sidewalk width will be five feet.
- Parkway will be planted with a canopy of deciduous and evergreen trees complementing the plant palette of the plazas.



Section



Village Streetscape Concept **7.18**
Black Mountain Ranch Subarea Plan **FIGURE**

- Parkway and street tree and shrub planting will serve as the unifying street design.
- Tree planting will not be more than 25 feet on center spacing. An understory of both ornamental and drought tolerant shrubs, where appropriate, will provide screening and color for the street scene.

Commercial Streets

- Commercial streets located in the center of the Core area will be designed to accommodate pedestrians, slow traffic, allow on-street parking and create a safe shopping environment.
- Commercial streets will have two travel lanes and variable on-street parking, both diagonal and parallel.
- Wide sidewalks, street trees, benches, lighting, unified street furniture, awnings and arcades will be incorporated to promote an active pedestrian environment.

Local Streets

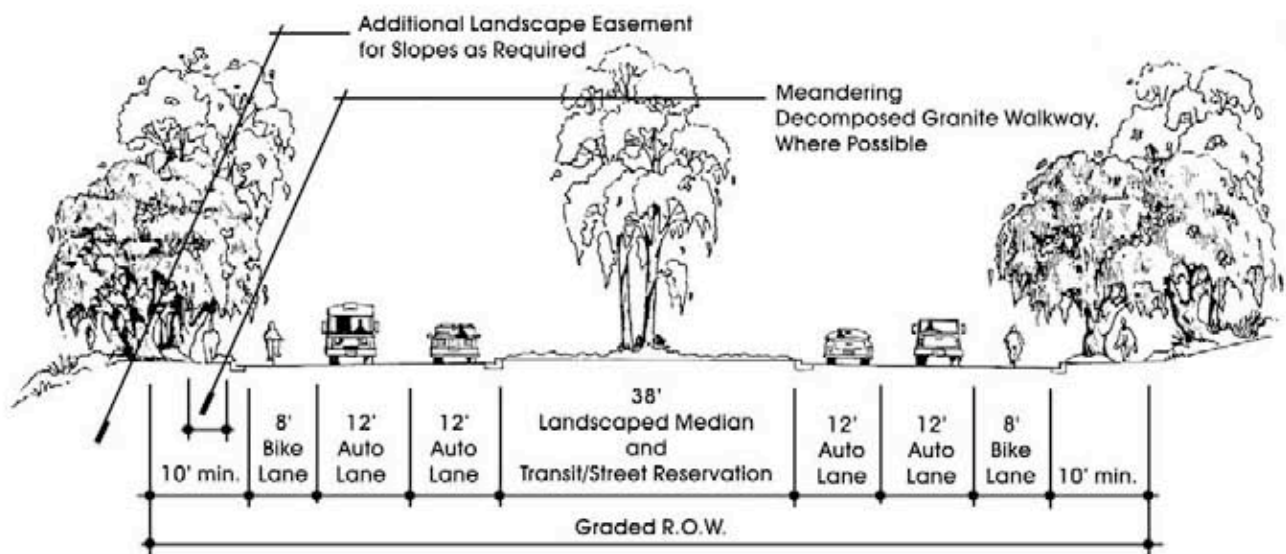
- On street parking will be provided and will count towards the parking requirements of the adjacent parcel.
- Local streets will be designed to serve a low volume of traffic through a pedestrian-oriented environment.
- Travel and parking lanes will only be wide enough to allow two vehicles to pass each other.
- Sidewalks will be separated from the curb by a landscaped parkway planted with canopy street trees 25 feet on center.

Alleys

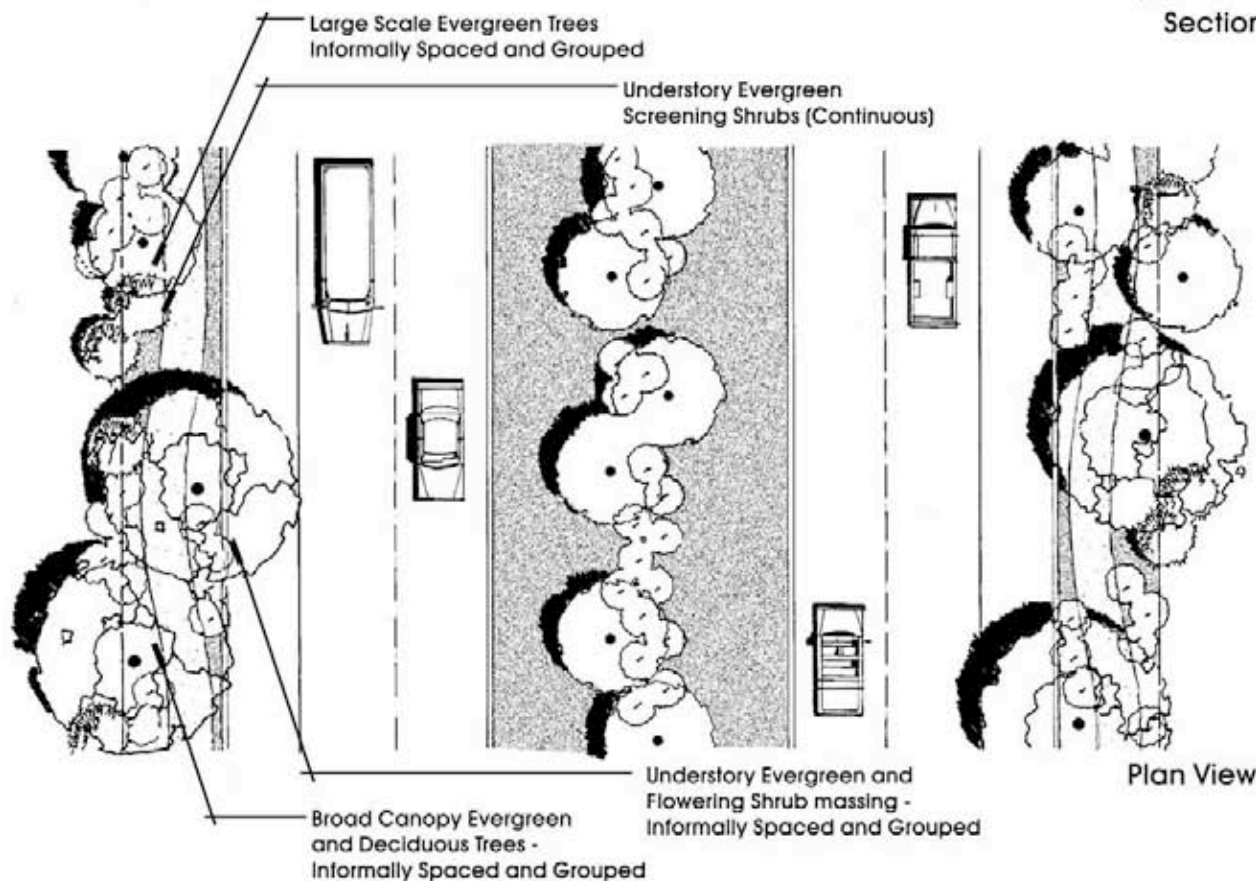
- Alleys will be encouraged to service residential and commercial development, particularly within the Core area, and for lots facing into parks and collector streets.
- Alleys will be sufficiently lit to ensure night-time safety.

Pedestrian Walkway, Trail and Bikeway Standards

Pedestrian walkways, trails and bikeways are the links connecting all points of the North and South Villages and other parts of Black Mountain Ranch. Pedestrians and bicycles must be able to move easily and safely across all streets to create an environment that is not reliant on the automobile. The comfort and convenience of the pedestrian and bicycle trip will reduce internal auto trips and reinforce the efficiency of the transit facility. The primary destination in the North Village will be the Mixed-Use Core area, especially in the vicinity of the Village Green.



Section



Plan View



Camino del Norte/Camino Ruiz Streetscape Concept 7.19

Black Mountain Ranch Subarea Plan

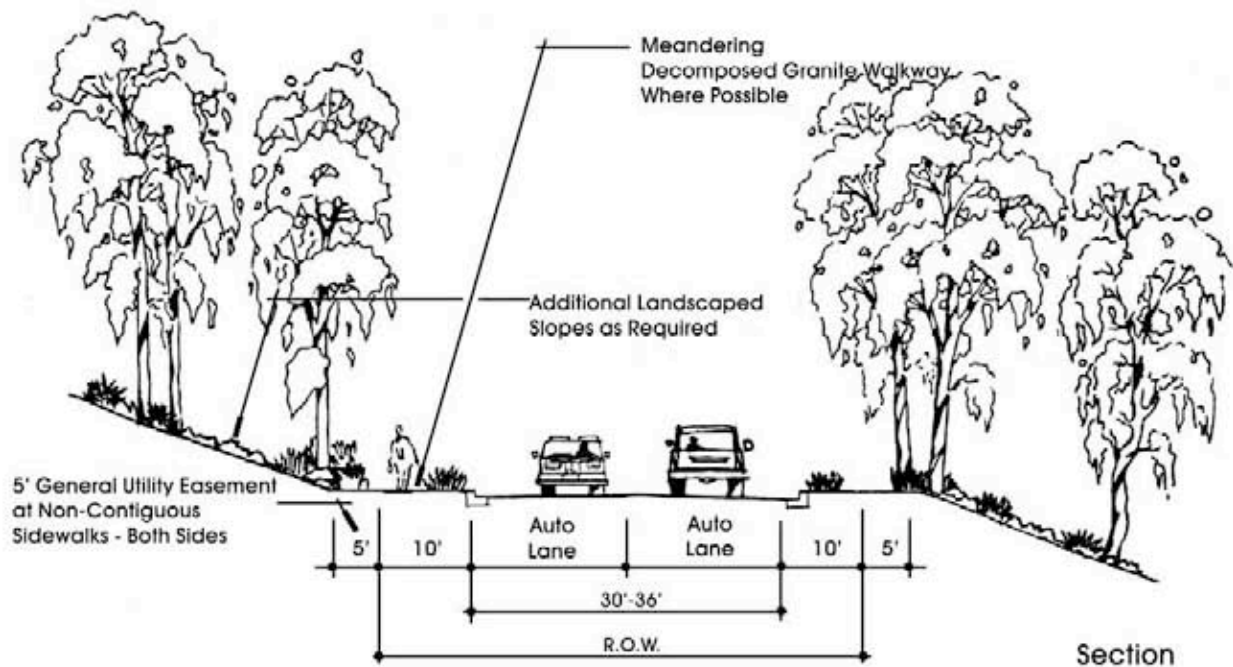
FIGURE

Pedestrian Walkways

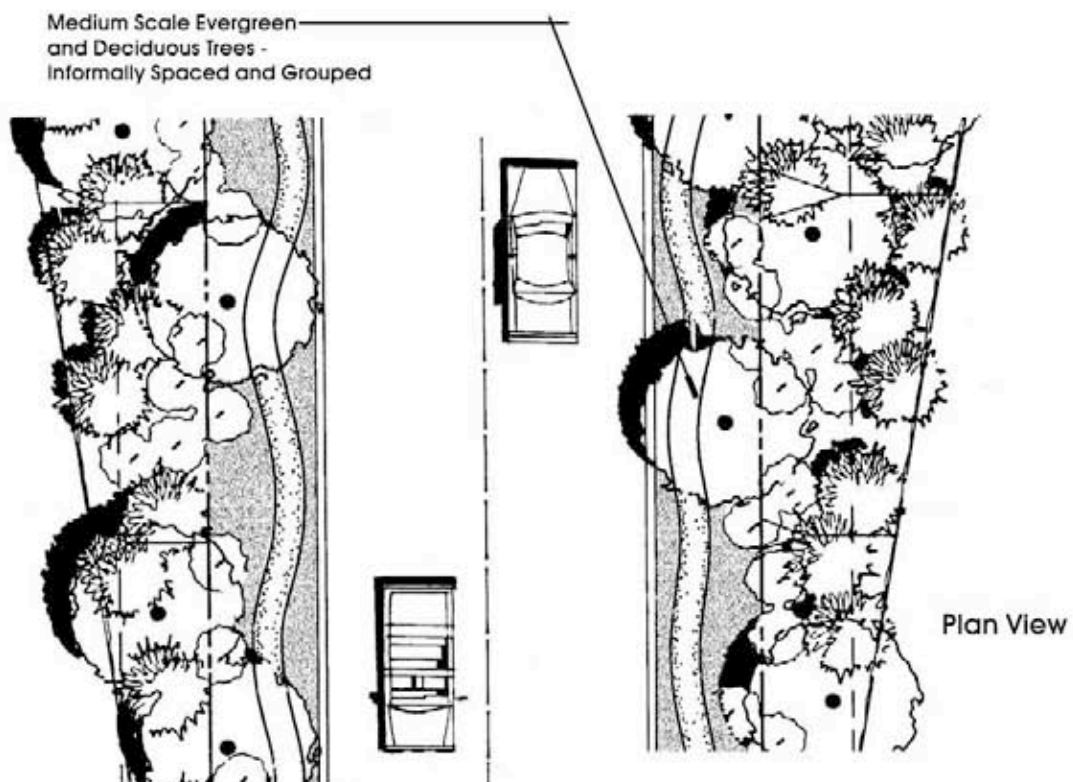
- Signalized intersections at promenade streets will have pavement-enriched crosswalks to permit unencumbered and safe transit for pedestrians and bicyclists.
- Primary streets will have either decorative or decomposed granite walkways of variable elevations where possible on both sides separated from the street curb with a landscape parkway.
- Selected streets leading off the promenade and local residential streets will have wide landscaped parkways and decorative walkways of concrete or decorative pavers.
- Within the North Village Core area walkways will be six to ten feet wide, or more, across from the Village Green with the actual width determined based on location, context and expected pedestrian activity. Walkways will parallel all streets and interconnect all points of surface travel and open space. Walkways in all areas will be non-contiguous.
- An undulating eight-foot wide multipurpose pedestrian, bicycle and equestrian trail will be located within the naturalized open space corridor west of the North Village center. The trail will have a minimum 30-foot trail easement. (Equestrian usage cannot extend into or east of the North Village center, but must travel in a north-south direction down the canyon.)

Bikeways

- Bikeways will be well identified by bikeway signs that indicate the beginning, end and route of the bikeway, as well as clear destination signs that direct riders to key activity centers: shopping areas, transit stops, recreation facilities, schools, plazas and bike parking facilities.
- Class II bikeways will parallel all thoroughfares and collector streets within the curb-to-curb dimension and will interconnect all important destinations within the Subarea.
- Class III bicycle routes are encouraged on small residential streets, but designated or marked bike lanes will, as a rule, not be provided.



Section



Typical Residential Streetscape Concept

Black Mountain Ranch Subarea Plan

7.20

FIGURE

B.2 LANDSCAPE AND OPEN SPACE

The landscape philosophy of the North and South Villages focuses on blending people, structures and open space into a harmonious and aesthetically pleasing commercial, residential and institutional community which places primary emphasis on pedestrian circulation and transit use.

Open Space Corridor

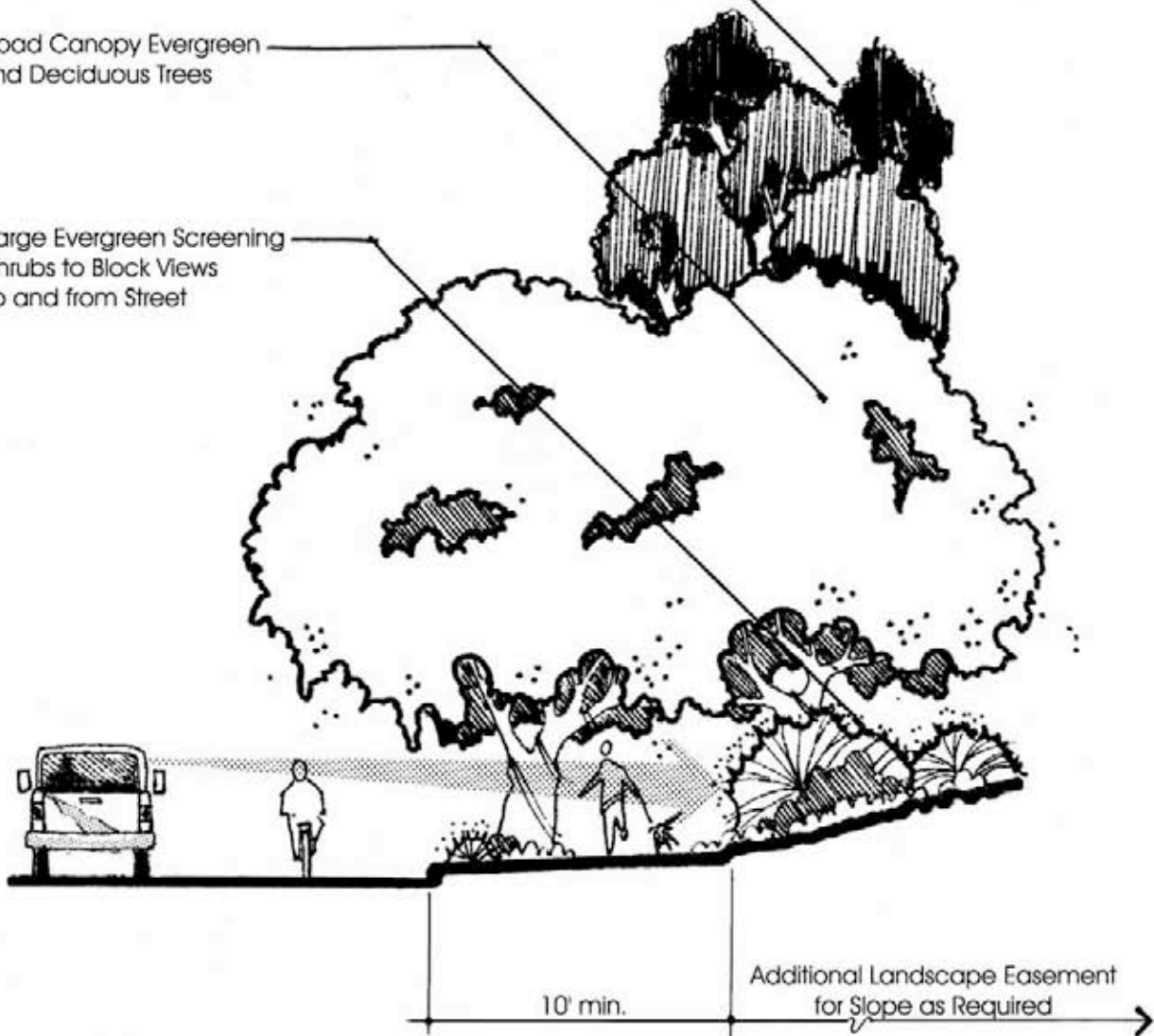
An amenity open space corridor radiates westerly from the narrowest spot and approximate east-west midpoint of the North Village. The corridor is a canyon area in the western residential neighborhood. It is both a habitat and a visual amenity for the community. The corridor is bordered on the north and west by North Village Drive and the south and east by single-family development. Starting at the neighborhood park in the North Village, the open space corridor extends westerly to the intersection to Camino Ruiz and North Village Drive. Taken as whole, this natural and naturalized area contributes to the organization and unity of the West End by penetrating individual project and neighborhoods and extending the natural landscape to urban areas.

- The trail system within this open space will undulate through a forest canopy of trees and shrubs that will buffer adjacent areas.
- Landscaping for residential lots abutting the corridor will be controlled by Conditions, Covenants and Restrictions to maintain a cohesive landscape theme.
- The corridor will fluctuate in width between 100 feet and 300 feet.
- Corridor landscaping will extend into the landscape theme of abutting residential streets.

Large Scale Evergreen Trees

Broad Canopy Evergreen
and Deciduous Trees

Large Evergreen Screening
Shrubs to Block Views
to and from Street



Streetscape Buffer/Screen Planting Concept 7.21

Black Mountain Ranch Subarea Plan

FIGURE

B.3 SIGNAGE, LIGHTING AND WALLS

Signage

A quality signage and graphic program is an essential ingredient for a well-planned community environment. Continuity between all signage will result in a unified theme consistent with the architecture, landscape and open space amenities of each neighborhood.

Major Entry Monuments

Major village entry monuments will be allowed in landscaped areas at principle entrances of the community and will orient vehicles entering the area of the North and South Villages. They will be large in scale, single-faced, ground type not to exceed eight feet in overall height and will be designed as part of the overall landscape theme through the use of boulders, trees and shrubs, waterfalls and ponds or dry stream beds. The copy will be limited to the village name and logo. Materials, colors and finishes will complement the design theme employed in the village architecture, walls and landscape. Illumination will be warm-white florescent lighting well hidden from view within the landscape.

Lighting

Lighting is a key design element within the North and South Villages which will be used to complement the character of the setting and relate to human scale. It is instrumental in defining the perception of spaces as varied as a public plaza or simple trail marker. Because of this, a comprehensive lighting plan will be developed which unifies the community through accenting key architectural and landscape components, and illuminating streets, pedestrian walkways and trails for safety, interest and ease of movement.

- Within the Core Commercial area, key buildings at focal points will employ lighting as a design accent. Retail building facades and storefronts will emphasize accent lighting to encourage pedestrian activity.
- Within plazas and parks, public activity areas will be illuminated for aesthetics and safety.
- Promenades and walkways not in proximity to public streets will have both directional lighting and pedestrian lighting.
- Decorative lighting such as uplighting or backlighting will be used to emphasize trees and shrubs.
- Pedestrian and vehicular lighting on street will be located based on City design standards. Streetlights will illuminate the street for motorists and pedestrians without intruding into residential areas.

Walls and Fences

A variety of walls and fences will be incorporated in Black Mountain Ranch due to the many types of uses proposed. All walls and fences will have a common design theme which ties them together visually and allows a transition from one type to another, including instances when a wall or fence needs to blend with adjacent subareas and offsite properties. Since walls and fences are a minor community thematic element, their design responds contextually to the developments and services they define. Careful attention will be paid to the quality of the pedestrian environment between the wall and the street.

Intermittent walls may be used adjacent and parallel to the major thoroughfares such as Camino del Norte and Camino Ruiz onsite and Black Mountain Road and Rancho Bernardo Road offsite. The primary function of the solid walls will be to mitigate adverse noise impacts which may be generated from these streets. Secondary used are for privacy, security and neighborhood definition. Where appropriate, pedestrian access will be provided through the walls.

- Residential walls and fences will be of a variety of materials used for privacy, as well as to delineate private areas, service areas and auto courts. Generally, walls and fences should be an extension of the colors and materials of the architecture of the residence.
- Fences of an open design may be permitted anywhere they are visually compatible with the setting and architectural character of the project, and will not disrupt the transition of landscape from natural areas into the project.
- Chain link fences should generally not be used in areas visible from public trails and streets. When used, chain link fences should be vinyl coated and/or vine covered.
- Entrance gateways and wall features must generally reflect the architectural style of the residence. Entrance gateways may occur anywhere within the front yard of individual lots.
- Any theme wall should mimic the context in which it is built:
 - Bend and curve with the naturalized topography
 - Incorporate the architectural theme of the area they define
 - Be subservient to the landscape by being naturalized yet defining
 - Provide necessary security and privacy